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Proceedings

THE

EXECUTIVE DOCUMENTS

OF THE

HOUSE OF REPRESENTATIVES

FOR THE

FIRST SESSION OF THE FORTY-EIGHTH CONGRESS,

1883-'84.

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1884.

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48TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 5.

LETTER

FROM THE

SECRETARY OF THE TREASURY,

TRANSMITTING

ESTIMATES OF APPROPRIATIONS

REQUIRED FOR THE

SERVICE OF THE FISCAL YEAR ENDING JUNE 30, 1885.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1883.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885.

TREASURY DEPARTMENT,

December 3, 1883.

SIR: In conformity to the requirements of sections 3669, 3670, and 3672 of the Revised Statutes, I have the honor to transmit, for the information of Congress, the estimates of appropriations required for the service of the fiscal year ending June 30, 1885, as furnished by the several Executive Departments; also, statements of the "proceeds of sales of Government property;" and the expenditures of the moneys appropriated for contingent expenses of the Independent Treasury for the fiscal year 1883.

I have the honor to be,

Very respectfully, your obedient servant,

CHAS. J. FOLGER,

Secretary.

To the Hon. SPEAKER OF THE HOUSE OF REPRESENTATIVES.

ESTIMATES FOR 1885.

CIVIL ESTABLISHMENT.

MILITARY ESTABLISHMENT.

NAVAL ESTABLISHMENT.

INDIAN AFFAIRS.

PENSIONS.

PUBLIC WORKS.

POSTAL SERVICE.

MISCELLANEOUS, INCLUDING DISTRICT OF COLUMBIA.

FOREIGN INTERCOURSE.

PERMANENT ANNUAL APPROPRIATIONS.

RECAPITULATION.

APPENDIX.

PROCEEDS OF GOVERNMENT PROPERTY.

CONTINGENT EXPENSES, INDEPENDENT TREASURY.

INDEX.

CIVIL ESTABLISHMENT.

ESTIMATES OF APPROPRIATIONS

REQUIRED

FOR THE SERVICE OF THE FISCAL YEAR ENDING JUNE 30, 1885.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
LEGISLATIVE.							
UNITED STATES SENATE.							
Salaries and Mileage of Senators—							
Salary of seventy-six Senators, at $5,000 each	Mar. 3, 1883	22	531	1	$380,000 00		
Mileage	do	22	532	1	33,000 00		
						$413,000 00	$413,000 00
Salaries, Officers and Employés, Senate—							
Secretary of the Senate, including compensation as disbursing officer	Mar. 3, 1883	22	532,'3	1	4,896 00		
Hire of horse and wagon for Secretary's office	do				1,200 00		
Chief clerk and financial clerk, at $3,000 each	do				6,000 00		
Principal executive clerk, principal clerk, minute and journal clerk, and enrolling clerk, four in all, at $2,592 each	do				10,368 00		
Librarian	do				2,220 00		
Assistant librarian	do				1,440 00		
Six clerks, at $2,220 each	do				13,320 00		
Five clerks, at $2,100 each	do				10,500 00		
Keeper of stationery	do				2,102 40		
Assistant keeper of stationery	do				1,800 00		
Assistant in stationery-room	do				1,000 00		
Two messengers, at $1,440 each	do				2,880 00		
Three laborers in the office of the Secretary of the Senate, at $720 each	do				2,160 00		
One page in the office of the Secretary of the Senate, at $2.50 per day	do				912 50		
Clerk of printing records	do				2,220 00		
Chaplain	do				900 00		
Secretary to the Vice-President	do				2,102 40		
Messenger to Vice-President's room, to be appointed by the Vice-President	do				1,440 00		
Clerk to the Committee on Appropriations	do				2,500 00		
Assistant clerk to the Committee on Appropriations	do				1,600 00		
Messenger to the Committee on Appropriations, to be appointed by the Committee	do				1,440 00		
Clerk and stenographer to the Committee on Finance	do				2,500 00		
Clerk to the Committee on Claims	do				2,220 00		
Clerk to the Committee on Commerce	do				2,220 00		
Clerk to the Committee on the Judiciary	do				2,220 00		
Clerk to the Committee on Private-Land Claims	do				2,220 00		
Clerk to the Committee on Pensions	do				2,220 00		
Assistant clerk to the Committee on Pensions, under resolution of the Senate of January 30, 1882	do				1,440 00		
Clerk to the Committee on Military Affairs	do				2,220 00		
Clerk to the Committee on Post Offices and Post-Roads	do				2,220 00		
Clerk to the Committee on District of Columbia	do				2,220 00		
Clerk to the Committee on Naval Affairs	do				2,220 00		
Clerk to the Joint Committee on the Library	do				2,220 00		
Clerk to the Committee on the Census	do				2,220 00		
Clerk to the Committee on Foreign Relations	do				2,220 00		
Clerk to the Committee on Public Lands	do				2,220 00		
Clerk to the Committee to audit and control the contingent expenses of the Senate	do				2,220 00		
Seven messengers for the following Committees, namely: Finance, Post Offices and Post-Roads, Pensions, Claims, District of Columbia, Judiciary, and Engrossed Bills, at $1,440 each	do				10,080 00		
Telegraph-operator	do				1,200 00		
Telephone-operator	do				720 00		
Sergeant-at-Arms and Doorkeeper	do				4,320 00		
Clerk to the Sergeant-at-Arms	do				2,000 00		
Assistant doorkeeper	do				2,592 00		
Acting assistant doorkeeper	do				2,592 00		
Postmaster	do				2,250 00		
Assistant postmaster and mail-carrier	do				2,088 00		
Five mail-carriers, at $1,200 each	do				6,000 00		
Four riding pages, at $2.50 per day each	do				3,650 00		
Superintendent of document-room	do				2,160 00		
Two assistants in document-room, at $1,440 each	do				2,880 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Salaries, Officers and Employés, Senate—Continued.							
Clerk in document-room, under resolution of the Senate of December 21, 1881	Mar. 3, 1883	22	532,'3	1	$1,440 00		
Page in document-room	do				720 00		
Superintendent of folding-room	do				2,160 00		
Assistant in folding-room	do				1,200 00		
One foreman in folding-room	do				1,200 00		
Six folders, at $3 per day each	do				6,570 00		
Three messengers, acting as assistant doorkeepers, at $1,800 each	do				5,400 00		
Twenty-four messengers, at $1,440 each	do				34,560 00		
Messenger in charge of store-room	do				1,200 00		
Messenger to official reporters	do				1,440 00		
Laborer in charge of closets	do				840 00		
Female attendant in charge of ladies' retiring-room	do				720 00		
Chief engineer	do				2,160 00		
Three assistant engineers, at $1,440 each	do				4,320 00		
Conductor of elevator	do				1,200 00		
Two firemen, at $1,095 each	do				2,190 00		
Three laborers in engineer's department, at $720 each	do				2,160 00		
Eight skilled laborers, at $1,000 each	do				8,000 00		
Twelve laborers, at $720 each	do				8,640 00		
Twelve laborers, during the session, at $720 each per annum, (estimated for one hundred and twenty-one days)	do				2,887 80		
Fourteen pages for the Senate chamber, at the rate of $2.50 each per day, during the session, (estimated for one hundred and twenty-one days)	do				4,235 00		
Twenty-one clerks to committees, at $6 per day, during the session, (estimated for one hundred and twenty-one days)	do				15,246 00		
						$259,042 10	$276,044 60
Contingent Expenses, Senate—							
Stationery and newspapers, including $6,000 for stationery for committees and officers of the Senate	Appropriated	22	533	1		15,500 00	15,500 00
Expenses of maintaining and equipping horses and mail-wagons for carrying the mails	do					3,000 00	3,500 00
Materials for folding, $4,500; and for folding speeches and pamphlets, at a rate not exceeding $1 per thousand, $2,000	do					6,500 00	7,000 00
Fuel, oil, and cotton-waste for heating apparatus	do					7,000 00	7,000 00
Furniture and repairs	do					10,000 00	10,000 00
Packing-boxes	do					770 00	770 00
Miscellaneous items, exclusive of labor	do					15,000 00	10,000 00
Expenses of special and select committees, and for inquiries and investigations ordered by the Senate	do					35,000 00	40,000 00
Postage for the office of the Secretary of the Senate, $150; and postage for the Sergeant-at-Arms' department, $150	do					300 00	300 00
Capitol police, viz: One captain, $1,600; three lieutenants, at $1,200 each; twenty-two privates, at $1,100 each; and eight watchmen, at $900 each—in all, $36,600; one-half to be disbursed by the Secretary of the Senate, and the other half to be disbursed by the Clerk of the House of Representatives	..... / Mar. 3, 1883	R. S. 22	322 534	1821 1	.....	18,300 00	18,300 00
Capitol-police contingent fund, $100; one-half to be disbursed by the Secretary of the Senate, and the other half by the Clerk of the House of Representatives	Appropriated	22	534	1		50 00	50 00
Expenses of Preparing and Compiling Congressional Directory—							
Expenses of compiling and preparing the Congressional Directory, to be expended under the direction of the Joint Committee on Public Printing	..... / Mar. 3, 1883	R. S. 22	14 534	77 1	.....	1,200 00	1,200 00
Reporting Proceedings and Debates, Senate—							
Reporting debates and proceedings of the Senate, payable in equal monthly instalments	Appropriated	22	533	1		25,000 00	25,000 00
HOUSE OF REPRESENTATIVES.							
Salaries and Mileage of Members and Delegates—							
Salaries of Members and Delegates	Mar. 3, 1883	22	534	1	1,695,000 00		
Mileage	do				110,624 00		
						1,805,624 00	1,805,624 00
Salaries, Officers and Employés, House of Representatives—							
Clerk of the House	Mar. 3, 1883	22	534,'6	1	4,500 00		
Hire of horses and wagons for same	do				600 00		
Chief clerk, journal-clerk, two reading-clerks, and tally-clerk, five in all, at $3,000 each	do				15,000 00		
Journal-clerk for preparing digest of the rules	do				1,000 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Salaries, Officers and Employés, House of Representatives—Cont'd.							
Printing and bill clerk	Mar. 3, 1883	22	534,'6	1	$2,500 00		
Disbursing-clerk, file-clerk, and enrolling-clerk, three in all, at $2,250 each	do				6,750 00		
Assistant disbursing-clerk, assistant enrolling-clerk, resolution and petition clerk, newspaper-clerk, superintendent of document-room, index-clerk, and librarian, seven in all, at $2,000 each	do				14,000 00		
Distributing-clerk and stationery-clerk, at $1,800 each	do				3,600 00		
Document-clerk, upholsterer and locksmith, and two assistant librarians, four in all, at $1,440 each	do				5,760 00		
One page, at $60 per month	do				720 00		
Book-keeper, and four clerks, at $1,600 each	do				8,000 00		
Person preparing the general index to journals of Congress under resolution of June 18, 1878	do				2,500 00		
Assistant to person preparing general index to journals of Congress under resolution of May 22, 1882	do				2,000 00		
Two messengers in the House library, at $3.60 per day each	do				2,628 00		
One laborer in bath-room	do				720 00		
Four laborers, at $720 each	do				2,880 00		
One telegraph-operator	do				720 00		
Clerk to the Committee on Ways and Means	do				2,500 00		
Assistant clerk to the Committee on Ways and Means	do				1,200 00		
Messenger to the Committee on Ways and Means	do				1,000 00		
Clerk to the Committee on Appropriations	do				2,500 00		
Assistant clerk to Committee on Appropriations	do				1,600 00		
Second assistant clerk to Committee on Appropriations	do				1,200 00		
Messenger to Committee on Appropriations	do				1,000 00		
Clerk to the Committee on the Judiciary	do				2,000 00		
Clerk to the Committee on Claims	do				2,000 00		
Clerk to the Committee on Public Lands	do				2,000 00		
Clerk to the Committee on War Claims	do				2,000 00		
Clerk to the Committee on Invalid Pensions	do				2,000 00		
Clerk to the Committee on the District of Columbia	do				2,000 00		
Clerk to the Committee on Agriculture	do				2,000 00		
Clerk to the Committee on Commerce	do				2,000 00		
Clerk to the Committee on Indian Affairs	do				2,000 00		
Clerk to the Committee on Military Affairs	do				2,000 00		
Assistant clerk to the Committee on War Claims	do				1,600 00		
Assistant clerk to the Committee on Commerce	do				1,500 00		
Private secretary to the Speaker	do				1,800 00		
Clerk to the Speaker	do				1,600 00		
Clerk to the Speaker's table	do				1,400 00		
Sergeant-at-Arms of the House	do				4,000 00		
One horse and wagon for his use	do				500 00		
Deputy to the Sergeant-at-Arms	do				2,000 00		
Cashier	do				3,000 00		
Paying-teller	do				2,000 00		
Book-keeper	do				1,800 00		
One messenger	do				1,200 00		
One page, at $60 per month	do				720 00		
One laborer	do				660 00		
Doorkeeper of the House	do				2,500 00		
Hire of horses for same	do				500 00		
Assistant doorkeeper	do				2,000 00		
Second assistant doorkeeper, under resolution of December 21, 1881	do				2,000 00		
Clerk for the doorkeeper	do				1,200 00		
Janitor	do				1,200 00		
Superintendent of the folding-room	do				2,000 00		
Clerk in the folding-room	do				1,800 00		
Two clerks in the folding-room, at $1,200 each	do				2,400 00		
Superintendent of the document-room	do				2,000 00		
Chief assistant in the document-room	do				2,000 00		
Document-file clerk	do				1,400 00		
Assistant document-file clerk, under resolution of December 19, 1881	do				1,314 00		
Eight messengers, at $1,200 each	do				9,600 00		
Ten messengers, at $1,000 each	do				10,000 00		
Seven laborers, at $720 each	do				5,040 00		
Ten laborers during the session, (estimated for one hundred and twenty-one days,) at $720 each per annum	do				2,406 50		
One laborer	do				600 00		
Two laborers in water-closet, at $720 each	do				1,440 00		
Eight laborers in charge of cleaning the Hall of the House, known as "cloak-room men," at $50 per month during the session, (estimated for four months)	do				1,600 00		
One female attendant in ladies' retiring-room	do				600 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Salaries, Officers and Employés, House of Representatives—Cont'd.							
One employé under Doorkeeper, under resolution of November 6, 1877	Mar. 3, 1883	22	534,'6	1	$1,314 00		
One Department messenger, under resolution of April 6, 1882	do				1,200 00		
Labor in folding books, speeches, and pamphlets:							
One foreman	do				1,500 00		
One messenger	do				1,200 00		
One folder in the sealing-room	do				1,200 00		
One page	do				500 00		
One laborer	do				400 00		
Ten folders, at $900 each	do				9,000 00		
Five folders, at $840 each	do				4,200 00		
Fifteen folders, at $720 each	do				10,800 00		
Twenty-nine pages, while actually employed, including one riding-page and one telegraph-page, at $2.50 per day each, (estimated for one hundred and twenty-one days)	do				8,772 50		
Thirty-two clerks to committees, at $6 per day each during the session, (estimated for one hundred and twenty-one days)	do				23,232 00		
Fourteen messengers on soldiers' roll, at $1,200 each	do				16,800 00		
Postmaster of the House	do				2,500 00		
First assistant postmaster	do				2,000 00		
Nine messengers, at $1,200 each	do				10,800 00		
Four messengers during the session, at $800 each	do				3,200 00		
One laborer	do				720 00		
Hire of horses and wagons for carrying the mails	do				5,000 00		
Chaplain of the House	do				900 00		
Two stenographers for committees, at $5,000 each	do				10,000 00		
Five official reporters of the House, at $5,000 each	do				25,000 00		
Chief engineer	do				1,700 00		
Two assistant engineers, at $1,200 each	do				2,400 00		
Conductor of the elevator, under resolution of December 21, 1881	do				1,200 00		
One laborer	do				820 00		
Five firemen, at $900 each	do				4,500 00		
One additional fireman, under resolution of February 20, 1882	do				900 00		
One electrician	do				1,150 00		
One laborer	do				800 00		
Services in cleaning statuary hall, and watching statuary therein	do				720 00		
And wherever the words "during the session" occur in the foregoing, they shall be construed to mean four months.						$336,687 00	$364,028 20
Capitol Police—							
One captain, at $1,600; three lieutenants, at $1,200; twenty-two privates, at $1,100 each; eight watchmen, at $900 each; in all, $36,600; one-half to be disbursed by the Secretary of the Senate, and the other half to be disbursed by the Clerk of the House of Representatives	..... / Mar. 3, 1883	R. S. / 22	322 / 534	1821 / 1	.....	18,300 00	18,300 00
Capitol-police contingent fund, $100; one-half to be disbursed by the Secretary of the Senate, and the other half by the Clerk of the House of Representatives	Appropriated	22	534	1	.....	50 00	50 00
Contingent Expenses, House of Representatives—							
Materials for folding	Appropriated	22	536	1	.....	16,000 00	16,000 00
Fuel and oil for the heating apparatus	do				.....	7,000 00	7,000 00
Furniture, and repairs of the same	do				.....	10,000 00	10,000 00
Packing-boxes	do				.....	2,987 00	2,987 00
Cartage	do				.....	600 00	600 00
Miscellaneous items	do				.....	50,000 00	51,420 00
Postage-stamps for Sergeant-at-Arms, $300; for clerk, $150; for postmaster, $100	do				.....	550 00	550 00
Newspapers and stationery for Members and Delegates, including $6,000 for stationery for the use of committees and officers of the House	do				.....	47,625 00	47,500 00
OFFICE OF THE PUBLIC PRINTER.							
Salaries, Office of Public Printer—							
Public Printer	July 31, 1876 / Aug. 15, 1876 / Mar. 3, 1883	19 / 19 / 22	105 / 146 / 536	1 / 1 / 1	4,500 00		
Chief clerk	June 19, 1878 / Mar. 3, 1883	20 / 22	182 / 536	1 / 1	2,400 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Public Printer—Continued.							
Four clerks, at $1,800 each	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	742 347 536	3762 1 1	$7,200 00		
One clerk, to keep accounts of Congressional Record	June 23, 1874 Mar. 3, 1875 Mar. 3, 1883	18 18 22	223 347 536	1 1 1	1,200 00		
Contingent Expenses, Office of Public Printer—						$15,300 00	$15,300 00
Stationery, postage, advertising, travelling expenses, horses and wagons, and miscellaneous items	Appropriated..	22	536	1	.....	3,000 00	3,000 00
LIBRARY OF CONGRESS.							
Salaries, Library of Congress—							
Compensation of the Librarian	..... Mar. 3, 1883	R. S. 22	16 537	90 1	4,000 00		
Two assistants, at $2,500 each	Mar. 3, 1883	22	537	1	5,000 00		
Two assistants, at $1,800 each	.....do.....	.....	.....	.....	3,600 00		
Two assistants, at $1,600 each	.....do.....	.....	.....	.....	3,200 00		
Three assistants, at $1,440 each	.....do.....	.....	.....	.....	4,320 00		
Seven assistants, at $1,400 each	.....do.....	.....	.....	.....	9,800 00		
Five assistants, at $1,200 each	.....do.....	.....	.....	.....	6,000 00		
One assistant	.....do.....	.....	.....	.....	960 00		
One assistant	.....do.....	.....	.....	.....	720 00		
Two assistants, at $480 each	.....do.....	.....	.....	.....	960 00		
						38,560 00	36,640 00
NOTE.—One additional assistant and one laborer rendered necessary by the fact that in three years past the copyright business has increased 20 per cent. and the library 25 per cent., while no addition to the clerical force has occurred.							
Increase, Library of Congress—							
Purchase of books	Appropriated..	22	537	1	5,000 00		
Purchase of law-books	.....do.....	.....	.....	.....	2,000 00		
Purchase of new books of reference for the Supreme Court, to be a part of the Library of Congress	.....do.....	.....	.....	.....	2,500 00		
Expenses of exchanging public documents for the publications of foreign governments	.....do.....	.....	.....	.....	1,000 00		
Purchase of files of periodicals and newspapers	.....do.....	.....	.....	.....	2,500 00		
						13,000 00	13,000 00
Contingent Expenses, Library of Congress—							
Contingent expenses, stationery, &c	Appropriated..	22	537	1	1,000 00		
Expenses of the copyright business	.....do.....	.....	.....	.....	500 00		
						1,500 00	1,500 00
NOTE.—The estimate of the Library of Congress for "Printing and binding" will be found under the title of "Miscellaneous," *post*.							
BOTANIC GARDEN.							
Salaries, Botanic Garden—							
Pay of superintendent	..... Mar. 3, 1883	R. S. 22	322 537	1827 1	1,800 00		
For assistants and laborers in the Botanic Garden, under direction of the Joint Library Committee of Congress	Same acts	.....	.....	.....	9,900 00		
						11,700 00	11,700 00
Improving Botanic Garden—							
For procuring manure, tools, fuel, purchasing trees and shrubs, and for labor and materials in connection with repairs and improvements to Botanic Garden, under direction of the Joint Library Committee of Congress	Appropriated..	22	537	1	.....	12,100 00	10,000 00
COURT OF CLAIMS.							
Salaries, Judges, &c., Court of Claims—							
Five judges, at $4,500 each	..... Mar. 3, 1883	R. S. 22	194 563	1049 1	22,500 00		
Chief clerk	..... Mar. 3, 1883	R. S. 22	194 563	1054 1	3,000 00		
Assistant clerk	Same acts	.....	.....	.....	2,000 00		
Bailiff	.....do.....	.....	.....	.....	1,500 00		
Messenger	.....do.....	.....	.....	.....	840 00		
						29,840 00	29,840 00
Contingent Expenses, Court of Claims—							
Stationery, books, fuel, labor, and other miscellaneous expenses	Appropriated..	22	563	1	.....	3,000 00	3,000 00
Reporting Decisions, Court of Claims—							
Reporting decisions of the court, clerical hire, labor in preparing and superintending the printing the 19th volume Court of Claims Reports	..... Mar. 3, 1883	R. S. 22	195 563	1057 1	.....	1,000 00	1,000 00
Total Legislative	.....	.....	.....	.....	.....	3,234,085 10	3,276,703 80

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
EXECUTIVE PROPER.							
THE PRESIDENT.							
Salary of the President—							
Compensation of the President of the United States	..... Mar. 3, 1883	R. S. 22	24 537	152,'3 1	.....	$50,000 00	$50,000 00
THE VICE-PRESIDENT.							
Salary of the Vice-President—							
Compensation of the Vice-President of the United States.	..... Mar. 3, 1883	R. S. 22	24 537	152–4 1	.....	8,000 00	8,000 00
OFFICE OF THE PRESIDENT OF THE UNITED STATES.							
Salaries—							
Private secretary	..... Mar. 3, 1883	R. S. 22	25 537	155 1	$3,250 00		
Assistant secretary	Same acts	.....	.....	.....	2,250 00		
Two executive clerks, at $2,000 each	.....do.....	.....	.....	.....	4,000 00		
Stenographer	.....do.....	.....	.....	.....	1,800 00		
One clerk of class four	.....do.....	.....	.....	.....	1,800 00		
Two clerks of class three	.....do.....	.....	.....	.....	3,200 00		
Two clerks of class two, one of whom shall be a telegraph-operator	.....do.....	.....	.....	.....	2,800 00		
One clerk of class one	.....do.....	.....	.....	.....	1,200 00		
Steward	.....do.....	.....	.....	.....	1,800 00		
Doorkeeper to the President	.....do.....	.....	.....	.....	1,400 00		
One day-usher	.....do.....	.....	.....	.....	1,200 00		
Five messengers, at $1,200 each	.....do.....	.....	.....	.....	6,000 00		
Two doorkeepers, at $1,200 each	.....do.....	.....	.....	.....	2,400 00		
One night-usher	.....do.....	.....	.....	.....	1,200 00		
One watchman	.....do.....	.....	.....	.....	900 00		
One fireman	.....do.....	.....	.....	.....	864 00		
One engineer	Submitted	.....	.....	.....	1,000 00		
						37,064 00	36,064 00
Contingent Expenses—							
Contingent expenses of the Executive Office, including stationery therefor, as well as record-books, telegrams, books for library, miscellaneous items, and furniture and carpets for offices, care of office-carriage, horses, and harness	Appropriated ..	22	537	1	.....	8,000 00	8,000 00
CIVIL-SERVICE COMMISSION.							
Salaries, Civil-Service Commission—							
Three Commissioners, at $3,500 each	Jan. 16, 1883 Mar. 3, 1883	22 22	403,'4 537	1, 3 1	10,500 00		
Chief examiner	Same acts	.....	.....	.....	3,000 00		
Secretary	.....do.....	.....	.....	.....	1,600 00		
One stenographer	.....do.....	.....	.....	.....	1,600 00		
One messenger	.....do.....	.....	.....	.....	600 00		
One clerk of class two	Submitted	.....	.....	.....	1,400 00		
						18,700 00	17,300 00
NOTE.—The additional clerk of class two is asked for on the ground that the present force is inadequate for the proper performance of the absolutely necessary clerical work devolving upon the Commission. To dispatch this work the employés are now obliged to extend their labors an average of about two hours a day beyond the usual office-hours of the Departments.							
Travelling Expenses, Civil-Service Commission—							
Necessary travelling expenses	Appropriated ..	22	537	1	.....	5,000 00	5,000 00
Contingent Expenses, Civil-Service Commission—							
Furniture and repairs of furniture, file-cases and file-boxes, books, stationery, printing, advertising, telegraphing, telephone service, ice, car-tickets, and other absolutely necessary expenses, including heating, lighting rooms, and care of same	Appropriated ..	22	559	1	.....	5,000 00	5,000 00
Total Executive Proper	.....	.....	.....	.....	.....	131,764 00	129,364 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
DEPARTMENT OF STATE.							
OFFICE OF THE SECRETARY.							
Salaries, Department of State—							
Secretary	..... Mar. 3, 1883	R. S. 22	32 538	199 1	$8,000 00		
Assistant Secretary	..... Mar. 3, 1883	R. S. 22	32 538	200 1	4,500 00		
Second Assistant Secretary	Same acts	.....	.....	.....	3,500 00		
Third Assistant Secretary	June 30, 1874 Mar. 3, 1883	18 22	90 538	1 1	3,500 00		
Chief clerk	..... Mar. 3, 1883	R. S. 22	32 538	201 1	2,750 00		
Six chiefs of bureaus, (diplomatic, consular, accounts, indexes and archives, statistics, and rolls and library,) and one translator, at $2,100 each	..... June 16, 1880 Mar. 3, 1883	R. S. 21 22	32 271 538	201 1 1	14,700 00		
Eleven clerks of class four	..... Mar. 3, 1883	R. S. 22	27 538	167 1	19,800 00		
Four clerks of class three	Same acts	.....	.....	.....	6,400 00		
Seven clerks of class two	.....do.....	.....	.....	.....	9,800 00		
Fourteen clerks of class one	.....do.....	.....	.....	.....	16,800 00		
Four clerks, at $1,000 each	June 19, 1878 Mar. 3, 1883	20 22	183 538	1 1	4,000 00		
Ten clerks, at $900 each	..... Mar. 3, 1883	R. S. 22	27 538	167–9 1	9,000 00		
One messenger	Same acts	.....	.....	.....	840 00		
Two assistant messengers, at $720 each	.....do.....	.....	.....	.....	1,440 00		
One packer	.....do.....	.....	.....	.....	720 00		
Ten laborers, at $660 each	.....do.....	.....	.....	.....	6,600 00		
						$112,350 00	$112,350 00
Proof-reading, Department of State—							
Proof-reading the laws and documents for the various legations and consulates, including boxes and transportation of the same	Appropriated..	22	538	1	.....	1,280 00	1,280 00
Stationery, Furniture, &c., Department of State—							
Stationery, furniture, fixtures, and repairs	Appropriated..	22	538	1	.....	5,000 00	5,000 00
Books and Maps, Department of State—							
Books and maps and books for the library	Appropriated..	22	538	1	.....	3,000 00	3,000 00
Lithographing, Department of State—							
Services of lithographer, and necessary materials for the lithographic press	Appropriated..	22	538	1	.....	1,200 00	1,200 00
Editing, Publishing, and Distributing Annual Statutes and Statutes at Large—							
Expenses of editing and distributing the laws enacted during the First Session of the Forty-eighth Congress..	..... Appropriated..	R. S. 22	1090 538	5 1	3,000 00		
Expenses of editing and distributing the Statutes at Large of the Forty-eighth Congress	Same acts	.....	.....	.....	1,000 00		
						4,000 00	4,000 00
Contingent Expenses, Department of State—							
Care and subsistence of horses, and repairs of wagons and harness	Appropriated..	22	538	1	1,200 00		
Miscellaneous items, not included in the foregoing	.....do.....	.....	.....	.....	2,000 00		
Rent of stable and wagon-shed	.....do.....	.....	.....	.....	600 00		
Care of clocks, telegraphic and electric apparatus, and repairs to the same	.....do.....	.....	.....	.....	1,000 00		
						4,800 00	4,800 00
Postage, Department of State—							
Purchase of official postage-stamps, and postage on foreign letters	Appropriated..	22	563	2	3,000 00		
Additional	Submitted.....	.....	.....	.....	1,000 00		
						4,000 00	3,000 00
Total Department of State	.....	.....	.....	.....	.....	135,630 00	134,630 00

NOTE.—The estimate for "Printing and binding," State Department, under section 2, act of May 8, 1872, (R. S., 720, sec. 3661,) will be found under the title of "Miscellaneous," *post.*

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
TREASURY DEPARTMENT.							
OFFICE OF THE SECRETARY.							
Salaries, Office of Secretary of the Treasury—							
Secretary	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	38 396 538	233 2 1	$8,000 00		
Two Assistant Secretaries, at $4,500 each	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	38 396 538	234 2 1	9,000 00		
Chief clerk and *ex-officio* superintendent of the Treasury building	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	38 396–8 538	235 2 1	2,700 00		
Stenographer for the Secretary	Same acts				2,000 00		
Chief of division of warrants, estimates, and appropriations	do				2,750 00		
Chief of division of customs	do				2,750 00		
Chief of division of appointments	do				2,750 00		
Eight chiefs of divisions, at $2,500 each	do				20,000 00		
Assistant chief of divisions of warrants, estimates, and appropriations	do				2,400 00		
Two assistant chiefs of divisions, at $2,100 each	do				4,200 00		
Five assistant chiefs of divisions, at $2,000 each	do				10,000 00		
Two disbursing-clerks, at $2,500 each	do				5,000 00		
Government actuary, under control of the Treasury Department	Mar. 3, 1881 Mar. 3, 1883	21 22	391 538	1 1	2,250 00		
Estimate and digest clerk	Aug. 5, 1882 Mar. 3, 1883	22 22	225 538	1 1	2,000 00		
Forty-one clerks of class four	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	27 396–8 538	167 2 1	73,800 00		
Additional to three clerks of class four, viz: Receiving-clerk of bonds, and two book-keepers, at $100 each	Same acts				300 00		
Thirty clerks of class three	do				48,000 00		
Twenty-seven clerks of class two	do				37,800 00		
Twenty-four clerks of class one	do				28,800 00		
Fifteen clerks, at $1,000 each	June 19, 1878 Mar. 3, 1883	20 22	184 538	1 1	15,000 00		
Fifty female clerks, at $900 each	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	27 396–8 538	167–9 2 1	45,000 00		
Ten messengers, at $840 each	Same acts				8,400 00		
Ten assistant messengers, at $720 each	do				7,200 00		
One foreman of laborers	do				1,000 00		
Forty-six laborers, at $660 each	do				30,360 00		
Nine laborers, at $500 each	do				4,500 00		
Three laborers, at $360 each	do				1,080 00		
Superintendent of the Treasury building	..... Mar. 3, 1883	R. S. 22	38 538	235 1	300 00		
Accountant	Submitted				1,600 00		
Electrician	do				1,200 00		
One clerk	do				1,200 00		
Captain of the watch	.... Mar. 3, 1875 Mar. 3, 1883	R. S. R. S. 18 22	27 38 396–8 538,'9	167–9 235 2 1	1,400 00		
Engineer	Same acts				1,400 00		
Assistant engineer, ($200 additional submitted)	do				1,200 00		
Two assistant engineers, at $1,000 each	Submitted				2,000 00		
Operator for steam engine and elevator	do				840 00		
Machinist and gas-fitter	.... Mar. 3, 1875 Mar. 3, 1883	R. S. R. S. 18 22	27 38 396–8 538,'9	167–9 235 2 1	1,200 00		
Storekeeper	Same acts				1,200 00		
Sixty watchmen, at $720 each	do				43,200 00		
Additional to two watchmen acting as lieutenants of watchmen, at $180 each	do				360 00		
Seven firemen, at $720 each	do				5,040 00		
Coal-passer	Submitted				600 00		
Superintendent of paper-room	..... Aug. 5, 1882 Mar. 3, 1883	R. S. 22 22	27 226 539	167–9 1 1	1,600 00		
Telegraph-operator	Same acts				1,200 00		
Gardener, ($360 additional submitted)	do				1,200 00		
Three conductors at elevators, at $720 each	do				2,160 00		
Seventy-five char-women, at $180 each	do				13,500 00		
One foreman of cabinet-shop, at $5 per diem, for 313 days	do				1,565 00		
One draughtsman, at $5 per diem, for 313 days	do				1,565 00		
One cabinet-maker, at $3.50 per diem, for 313 days	do				1,095 50		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Secretary of the Treasury—Continued.	.....	R. S.	27	167–9			
Twelve cabinet-makers, at $3 per diem each, for 313 days..	Aug. 5, 1882	22	226	1	$11,268 00		
	Mar. 3, 1883	22	539	1			
One cabinet-maker, at $2 per diem, for 313 days	Same acts				626 00		
One foreman of bindery, at $5 per diem, for 313 days	do				1,565 00		
Four binders, at $4 per diem each, for 313 days	....do				5,008 00		
One sewer and folder, at $2.50 per diem, for 313 days	do				782 50		
One paper-cutter	do				960 00		
One paper-counter	do				720 00		
Twenty-six paper-counters and laborers, at $620 each per annum	do				16,120 00		
						$500,715 00	$494,121 25
NOTE.—The foregoing estimates for the office of the Secretary of the Treasury contain the following changes: One additional chief of division, in lieu of assistant superintendent of the Treasury building, dropped; one accountant, at $1,600, and one clerk, at $1,200, for the office of the superintendent, in lieu of one clerk of class two and one clerk of class one, detailed from the Bureau of Statistics; one electrician, at $1,200, in lieu of a clerk at $1,000, dropped; assistant engineer, increased $200; two assistant engineers, at $1,000 each; one operator for steam-engine and elevator, at $840, and one coal-passer, at $600, in lieu of two laborers, at $500, dropped; pay of draughtsman increased from $4 to $5 per diem; and pay of gardener restored to $1,200 per annum.							
OFFICE OF THE SUPERVISING ARCHITECT.							
Salaries, Office of Supervising Architect—	.....	R. S.	38	235			
Supervising Architect	Mar. 3, 1875	18	396	2	4,500 00		
	Mar. 3, 1883	22	539	1			
Assistant and chief clerk	Same acts				2,500 00		
Principal clerk	do				2,000 00		
Photographer	.....	R. S.	38	235	2,000 00		
	Mar. 3, 1875	18	396	2			
	June 15, 1880	21	217	1			
	Mar. 3, 1883	22	539	1			
Two clerks of class three	.....	R. S.	27	167	3,200 00		
	Mar. 3, 1875	18	396	2			
	Mar. 3, 1883	22	539	1			
Three clerks of class one	Same acts				3,600 00		
One clerk	do				900 00		
One assistant messenger	do				720 00		
						19,420 00	19,420 00
And the services of skilled draughtsmen, civil engineers, computers, accountants, modellers, assistants to the photographer, copyists, and such other services as the Secretary of the Treasury may deem necessary, may be employed in the office of the Supervising Architect to carry into effect the various appropriations for public buildings, to be paid for from such appropriations: *Provided*, That the expenditures on this account for the fiscal year ending June thirtieth, eighteen hundred and eighty-five, shall not exceed one hundred and twenty thousand dollars; and that the Secretary of the Treasury shall each year, in the annual estimates, report to Congress the number of persons so employed and the amount paid to each	Mar. 3, 1883	22	539	1	130,000 00		
NOTE.—For above report, see Appendix "A."							
OFFICE OF THE FIRST COMPTROLLER.							
Salaries, Office of First Comptroller—	.....	R. S.	44	268			
Comptroller	Mar. 3, 1875	18	396	2	$5,000 00		
	Mar. 3, 1883	22	539	1			
Deputy Comptroller	Same acts				2,700 00		
Four chiefs of divisions, at $2,100 each	do				8,400 00		
Five clerks of class four	.....	R. S.	27	167	9,000 00		
	Mar. 3, 1875	18	396	2			
	Mar. 3, 1883	22	539	1			
Eleven clerks of class three	Same acts				17,600 00		
Ten clerks of class two	do				14,000 00		
Eight clerks of class one	do				9,600 00		
Four clerks, at $1,000 each	June 19, 1878	20	184	1	4,000 00		
	Mar. 3, 1883	22	539	1			
Eleven clerks, at $900 each	.....	R. S.	27	167	9,900 00		
	Mar. 3, 1875	18	396	2			
	Mar. 3, 1883	22	539	1			
One messenger	Same acts				840 00		
Three laborers, at $660 each	do				1,980 00		
						83,020 00	83,020 00
NOTE.—The work of this office requires the services of a person learned in the law to assist the Comptroller in his investigation of the legal questions submitted to him. I therefore recommend the appointment of a law-clerk, at a salary of $2,000, and also the appointment of a stenographer, at $1,800.—(*First Comptroller.*)							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
OFFICE OF THE SECOND COMPTROLLER.							
Salaries, Office of Second Comptroller—	.....	R. S.	44	268			
Comptroller	Mar. 3, 1875	18	396	2	$5,000 00		
	Mar. 3, 1883	22	539	1			
Deputy Comptroller	Same acts	.....	.....	.....	2,700 00		
Five chiefs of divisions, at $2,100 each	.....do.....	.....	.....	.....	10,500 00		
Eleven clerks of class four	.....	R. S.	27	167			
	Mar. 3, 1875	18	396	2	19,800 00		
	Mar. 3, 1883	22	539	1			
Two additional clerks of class four	Submitted	.....	.....	.....	3,600 00		
Fifteen clerks of class three	.....	R. S.	27	167			
	Mar. 3, 1875	18	396	2	24,000 00		
	Mar. 3, 1883	22	539	1			
Four additional clerks of class three	Submitted	.....	.....	.....	6,400 00		
Thirteen clerks of class two	.....	R. S.	27	167			
	Mar. 3, 1875	18	396	2	18,200 00		
	Mar. 3, 1883	22	539	1			
Four additional clerks of class two	Submitted	.....	.....	.....	5,600 00		
Fourteen clerks of class one	.....	R. S.	27	167			
	Mar. 3, 1875	18	396	2	16,800 00		
	Mar. 3, 1883	22	539	1			
Four additional clerks of class one	Submitted	.....	.....	.....	4,800 00		
Three clerks, at $1,000 each	June 19, 1878	20	184	1	3,000 00		
	Mar. 3, 1883	22	539	1			
Nine clerks, at $900 each	.....	R. S.	27	167			
	Mar. 3, 1875	18	396	2	8,100 00		
	Mar. 3, 1883	22	539	1			
One messenger	Same acts	.....	.....	.....	840 00		
Three laborers	.....do.....	.....	.....	.....	1,980 00		
						$131,320 00	$110,920 00
NOTE.—The reasons for the increase herein submitted are given in the letter of the Second Comptroller. (See Appendix "B.") The Comptroller states that there are and have been in his office since 1875 six divisions, each under the direction of a chief of division, only five of whom receive pay as such. He recommends that, in the place of one of the clerks of class four above mentioned, appropriation be made for a sixth chief of division, as provided in section 2, act of March 3, 1875, (18 Stats., p. 396.)							
ADJUSTING ACCOUNTS OF SOLDIERS' HOME.							
Additional Clerks, adjusting accounts of Soldiers' Home—							
For continuing the adjustment of the accounts of the Soldiers' Home, under section 4818, Revised Statutes—							
In office of the Second Comptroller	Mar. 3, 1883	22	565	12	5,000 00		
In office of the Second Auditor	.....do.....	.....	.....	.....	10,000 00		
						15,000 00	10,000 00
OFFICE OF THE COMMISSIONER OF CUSTOMS.							
Salaries, Office of Commissioner of Customs—	.....	R. S.	53	316			
Commissioner	Mar. 3, 1875	18	397	2	4,000 00		
	Mar. 3, 1883	22	540	1			
Deputy Commissioner	Same acts	.....	.....	.....	2,250 00		
Two chiefs of divisions, at $2,100 each	.....do.....	.....	.....	.....	4,200 00		
Two clerks of class four	.....	R. S.	27	167			
	Mar. 3, 1875	18	397	2	3,600 00		
	Mar. 3, 1883	22	540	1			
Five clerks of class three	Same acts	.....	.....	.....	8,000 00		
Eleven clerks of class two	.....do.....	.....	.....	.....	15,400 00		
Nine clerks of class one	.....do.....	.....	.....	.....	10,800 00		
Two clerks, at $1,000 each	June 19, 1878	20	185	1	2,000 00		
	Mar. 3, 1883	22	540	1			
One assistant messenger	.....	R. S.	27	167			
	Mar. 3, 1875	18	397	2	720 00		
	Mar. 3, 1883	22	540	1			
One laborer	Same acts	.....	.....	.....	660 00		
						51,630 00	51,630 00
NOTE.—There is required, in addition to the above, one messenger, at $840.—(*Commissioner of Customs.*)							
OFFICE OF THE FIRST AUDITOR.							
Salaries, Office of First Auditor—	.....	R. S.	46	276			
Auditor	Mar. 3, 1875	18	397	2	3,600 00		
	Mar. 3, 1883	22	540	1			
Deputy Auditor	Same acts	.....	.....	.....	2,250 00		
Four chiefs of divisions, at $2,000 each	.....do.....	.....	.....	.....	8,000 00		
Seven clerks of class four	.....	R. S.	27	167			
	Mar. 3, 1875	18	397,'8	2	12,600 00		
	Mar. 3, 1883	22	540	1			
Nine clerks of class three	Same acts	.....	.....	.....	14,400 00		
Ten clerks of class two	.....do.....	.....	.....	.....	14,000 00		
Sixteen clerks of class one	.....do.....	.....	.....	.....	19,200 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of First Auditor—Continued.							
Three clerks, at $1,000 each	June 19, 1878	20	185	1	$3,000 00		
	Mar. 3, 1883	22	540	1			
Four copyists and counters, at $900 each	.....	R. S.	27	167	3,600 00		
	Mar. 3, 1883	22	540	1			
Two assistant messengers, at $720 each	.....	R. S.	27	167	1,440 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	540	1			
Two laborers, at $660 each	Same acts	.....	.....	.....	1,320 00		
						$83,410 00	$83,410 00
NOTE.—I request that a messenger be allowed this office, at $840, in place of one of the assistant messengers, at $720; increase, $120.—(*First Auditor.*)							
OFFICE OF THE SECOND AUDITOR.							
Salaries, Office of Second Auditor—							
Auditor	.....	R. S.	46	276	3,600 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	540	1			
Deputy Auditor	Same acts	.....	.....	.....	2,250 00		
Six chiefs of divisions, at $2,000 each	.....do.....	.....	.....	.....	12,000 00		
Eight clerks of class four	.....	R. S.	27	167	14,400 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	540	1			
Two additional clerks of class four	Submitted.....	.....	.....	.....	3,600 00		
Thirty-seven clerks of class three	.....	R. S.	27	167	59,200 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	540	1			
Additional to one clerk of class three, as disbursing-clerk	.....	R. S.	28	176	200 00		
	Mar. 3, 1883	22	540	1			
Ten additional clerks of class three	Submitted.....	.....	.....	.....	16,000 00		
Fifty-two clerks of class two	.....	R. S.	27	167	72,800 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	540	1			
Ten additional clerks of class two	Submitted.....	.....	.....	.....	14,000 00		
Fifty-four clerks of class one	.....	R. S.	27	167	64,800 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	540	1			
Twenty-eight additional clerks of class one	Submitted.....	.....	.....	.....	33,600 00		
Eight clerks, at $1,000 each	June 19, 1878	20	185	1	8,000 00		
	Mar. 3, 1883	22	540	1			
One messenger, at $840, and two assistant messengers, at $720, in lieu of three assistant messengers, (increase of $120 submitted)	.....	R. S.	27	167	2,280 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	540	1			
Eight laborers, at $660 each	.....	R. S.	27	167	5,280 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	540	1			
						312,010 00	244,690 00
NOTE.—The reasons for the increase herein submitted are given in the letter of the Second Auditor. (See Appendix "C.")							
OFFICE OF THE THIRD AUDITOR.							
Salaries, Office of Third Auditor—							
Auditor	.....	R. S.	46	276	3,600 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	540	1			
Deputy Auditor	Same acts.....	.....	.....	.....	2,250 00		
Seven chiefs of divisions, at $2,000 each	.....do.....	.....	.....	.....	14,000 00		
Six clerks of class four	.....	R. S.	27	167	10,800 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	540	1			
Twenty-one clerks of class three	Same acts.....	.....	.....	.....	33,600 00		
Sixty-three clerks of class two	.....do.....	.....	.....	.....	88,200 00		
Forty-eight clerks of class one	.....do.....	.....	.....	.....	57,600 00		
Six clerks, at $1,000 each	June 19, 1878	20	185	1	6,000 00		
	Mar. 3, 1883	22	540	1			
Eight clerks, at $900 each	.....	R. S.	27	167–9	7,200 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	540	1			
One assistant messenger	Same acts.....	.....	.....	.....	720 00		
Six laborers, at $660 each	.....do.....	.....	.....	.....	3,960 00		
One female laborer	.....do.....	.....	.....	.....	480 00		
						228,410 00	228,410 00
OFFICE OF THE FOURTH AUDITOR.							
Salaries, Office of Fourth Auditor—							
Auditor	.....	R. S.	46	276	3,600 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	540	1			
Deputy Auditor	Same acts.....	.....	.....	.....	2,250 00		
Three chiefs of divisions, at $2,000 each	.....do.....	.....	.....	.....	6,000 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Fourth Auditor—Continued.							
Two clerks of class four	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	27 397 540	167 2 1	$3,600 00		
Fourteen clerks of class three	Same acts				22,400 00		
Eight clerks of class two	do				11,200 00		
Nine clerks of class one	do				10,800 00		
Three clerks, at $1,000 each	June 19, 1878 Mar. 3, 1883	20 22	185 540	1 1	3,000 00		
Five clerks, at $900 each	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	27 397 540	167 2 1	4,500 00		
One assistant messenger	Same acts				720 00		
Two laborers, at $660 each	do				1,320 00		
						$69,390 00	$69,390 00
OFFICE OF THE FIFTH AUDITOR.							
Salaries, Office of Fifth Auditor—							
Auditor	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	46 397 540	276 2 1	3,600 00		
Deputy Auditor	Same acts				2,250 00		
Three chiefs of divisions, at $2,000 each	do				6,000 00		
Four clerks of class four	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	27 397 540	167 2 1	7,200 00		
Five clerks of class three	Same acts				8,000 00		
Four clerks of class two	do				5,600 00		
Six clerks of class one	do				7,200 00		
Two clerks, at $1,000 each	June 19, 1878 Mar. 3, 1883	20 22	185 540	1 1	2,000 00		
Four clerks, at $900 each	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	27 397 540	167 2 1	3,600 00		
One messenger	Same acts				840 00		
Two laborers, at $660 each	do				1,320 00		
						47,610 00	47,610 00
OFFICE OF THE SIXTH AUDITOR.							
Salaries, Office of Sixth Auditor—							
Auditor	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	46 397 540	276 2 1	3,600 00		
Deputy Auditor	Same acts				2,250 00		
Chief clerk	Mar. 3, 1881 Mar. 3, 1883	21 22	393 540	1 1	2,000 00		
Eight chiefs of divisions, at $2,000 each	Mar. 3, 1875 Mar. 3, 1883	18 22	397 540	2 1	16,000 00		
Fifteen clerks of class four	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	27 397 540	167 2 1	27,000 00		
Additional to one clerk of class four, as disbursing clerk	Same acts				200 00		
Sixty-three clerks of class three	do				100,800 00		
Seventy-four clerks of class two	do				103,600 00		
Fifty-nine clerks of class one	do				70,800 00		
Thirty-five clerks, at $1,000 each	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	27 397 540	167–9 2 1	35,000 00		
Twenty-three female assorters of money-orders, at $900 each	Same acts				20,700 00		
Four clerks, at $900 each	do				3,600 00		
Three assistant messengers, at $720 each	do				2,160 00		
Twenty laborers, at $660 each	do				13,200 00		
Ten char-women, at $180 each	do				1,800 00		
Four clerks of class four	Submitted				7,200 00		
Eight clerks of class three	do				12,800 00		
Ten clerks of class two	do				14,000 00		
Eight clerks of class one	do				9,600 00		
Six clerks, at $1,000 each	do				6,000 00		
Eight female assorters of money-orders, at $900 each	do				7,200 00		
Three messengers, at $840 each	do				2,520 00		
One assistant messenger	do				720 00		
One skilled laborer	do				1,000 00		
						463,750 00	462,710 00

NOTE.—The reasons for the increase herein submitted are given in the letter of the Sixth Auditor. (See Appendix "D.")

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
OFFICE OF THE TREASURER.							
Salaries, Office of Treasurer of the United States—							
Treasurer	.....	R. S.	50	301	$6,000 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	541	1			
Assistant Treasurer	.....	R. S.	51	303	3,600 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	541	1			
Cashier	.....	R. S.	38	235	3,600 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	541	1			
Assistant cashier	Same acts				3,200 00		
Chief clerk	do				2,500 00		
Five chiefs of divisions, at $2,500 each	do				12,500 00		
One principal book-keeper	do				2,500 00		
One assistant book-keeper	do				2,400 00		
Two tellers, at $2,500 each	do				5,000 00		
Two assistant tellers, at $2,250 each	do				4,500 00		
Twenty-six clerks of class four	.....	R. S.	27	167	46,800 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	541	1			
Seventeen clerks of class three	Same acts				27,200 00		
Fifteen clerks of class two	do				21,000 00		
Coin-clerk of class two	.....	R. S.	27	167	1,400 00		
	Aug. 5, 1882	22	228	1			
	Mar. 3, 1883	22	541	1			
Twenty-three clerks of class one	.....	R. S.	27	167	27,600 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	541	1			
Five clerks, at $1,000 each	June 19, 1878	20	186	1	5,000 00		
	Mar. 3, 1883	22	541	1			
Eighty clerks, at $900 each	.....	R. S.	27	167–9	72,000 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	541	1			
Six messengers, at $840 each	Same acts				5,040 00		
Six assistant messengers, at $720 each	do				4,320 00		
Twenty-six laborers, at $660 each	do				17,160 00		
Seven laborers, at $240 each	do				1,680 00		
						$275,000 00	$275,000 00
Salaries, Office of Treasurer of the United States, (National Currency, to be reimbursed by National Banks)—							
Superintendent	Mar. 3, 1875	18	399	3	3,500 00		
	Mar. 3, 1883	22	541	1			
One principal teller and one principal book-keeper, at $2,500 each	Same acts				5,000 00		
One assistant book-keeper	do				2,400 00		
One assistant teller	do				2,000 00		
Two clerks of class four	.....	R. S.	27	167–9	3,600 00		
	Mar. 3, 1875	18	399	3			
	Mar. 3, 1883	22	541	1			
Three clerks of class three	Same acts				4,800 00		
Four clerks of class two	do				5,600 00		
Twenty clerks of class one	do				24,000 00		
Fifteen clerks, at $1,000 each, (increase of five submitted)	do				15,000 00		
Fifteen clerks, at $900 each, (increase of five submitted)	do				13,500 00		
Three assistant messengers, at $720 each	do				2,160 00		
						81,560 00	72,060 00
NOTE.—The reasons for the increase herein submitted are given in the letter of the Treasurer. (See Appendix "E.")							
OFFICE OF THE REGISTER.							
Salaries, Office of Register—							
Register	.....	R. S.	52	312	4,000 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	541	1			
Assistant Register	.....	R. S.	53	314	2,250 00		
	Mar. 3, 1875	18	397	2			
	Mar. 3, 1883	22	541	1			
Five chiefs of divisions, at $2,000 each	Mar. 3, 1875	18	398	2	10,000 00		
	Mar. 3, 1883	22	541	1			
Eighteen clerks of class four, one of whom shall receive $200 additional for services as disbursing-clerk	.....	R. S.	27	167	32,600 00		
	.....	R. S.	28	176			
	Mar. 3, 1875	18	397,'8	2			
	Mar. 3, 1883	22	541	1			
Seventeen clerks of class three	Same acts				27,200 00		
Fifteen clerks of class two	do				21,000 00		
Twenty clerks of class one	do				24,000 00		
Four clerks, at $1,000 each	June 19, 1878	20	186	1	4,000 00		
	Mar. 3, 1883	22	541	1			

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Register—Continued.							
Fifty-five copyists and counters, at $900 each	.....	R. S.	27	167	$49,500 00		
	Mar. 3, 1875	18	397,'8	2			
	Mar. 3, 1883	22	541	1			
One messenger	Same acts	.....	.....	.....	840 00		
Five assistant messengers, at $720 each	.....do	.....	.....	.....	3,600 00		
Seven laborers, at $660 each	.....do	.....	.....	.....	4,620 00		
						$183,610 00	$183,610 00
OFFICE OF THE COMPTROLLER OF THE CURRENCY.							
Salaries, Office of Comptroller of the Currency—							
Comptroller of the Currency	.....	R. S.	54	325	$5,000 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	541	1			
Deputy Comptroller of the Currency	.....	R. S.	55	327	2,800 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	541	1			
Four chiefs of divisions, at $2,200 each	Same acts	.....	.....	.....	8,800 00		
One stenographer	.....do	.....	.....	.....	1,600 00		
Eight clerks of class four	.....	R. S.	27	167	14,400 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	541	1			
Additional to bond-clerk	Same acts	.....	.....	.....	200 00		
Eleven clerks of class three	.....do	.....	.....	.....	17,600 00		
One additional clerk of class three	Submitted	.....	.....	.....	1,600 00		
Eight clerks of class two	.....	R. S.	27	167	11,200 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	541	1			
One clerk of class two	Submitted	.....	.....	.....	1,400 00		
Eight clerks of class one	.....	R. S.	27	167	9,600 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	541	1			
Two additional clerks of class one	Submitted	.....	.....	.....	2,400 00		
Two clerks, at $1,000 each	June 19, 1878	20	186	1	2,000 00		
	Mar 3, 1883	22	541	1			
One engineer	.....	R. S.	27	167–9	1,000 00		
	Aug. 5, 1882	22	229	1			
	Mar. 3, 1883	22	541	1			
Twenty-five clerks, at $900 each	.....	R. S.	27	167	22,500 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	541	1			
One messenger	Same acts	.....	.....	.....	840 00		
Two assistant messengers, at $720 each	.....do	.....	.....	.....	1,440 00		
Two night-watchmen, at $720 each	.....do	.....	.....	.....	1,440 00		
One fireman	.....	R. S.	27	167–9	720 00		
	Aug. 5, 1882	22	229	1			
	Mar. 3, 1883	22	541	1			
Three laborers, at $660 each	.....	R. S.	27	167	1,980 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	541	1			
Expenses of special examinations of national banks and bank-plates	Appropriated	22	542	1	2,000 00		
						110,520 00	105,120 00
NOTE.—The reasons for the increase herein submitted are given in the letter of the Comptroller of the Currency. (See Appendix "F.")							
Salaries, Office of Comptroller of the Currency, (National Currency, to be reimbursed by National Banks)—							
One superintendent	Mar. 3, 1875	18	399	3	2,000 00		
	Mar. 3, 1883	22	542	1			
One teller	Same acts	.....	.....	.....	2,000 00		
One principal book-keeper	.....do	.....	.....	.....	2,000 00		
One assistant book-keeper	.....do	.....	.....	.....	2,000 00		
Nine clerks, at $900 each	.....	R. S.	27	167	8,100 00		
	Mar. 3, 1875	18	399	3			
	Mar. 3, 1883	22	542	1			
One assistant messenger	Same acts	.....	.....	.....	720 00		
						16,820 00	16,820 00
OFFICE OF THE COMMISSIONER OF INTERNAL REVENUE.							
Salaries, Office of Commissioner of Internal Revenue—							
Commissioner of Internal Revenue	.....	R. S.	53	319	6,000 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	543	1			
One Deputy Commissioner	.....	R. S.	38	235	3,200 00		
	.....	R. S.	54	322			
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	543	1			
Two heads of divisions, at $2,500 each	Same acts	.....	.....	.....	5,000 00		
Five heads of divisions, at $2,250 each	.....do	.....	.....	.....	11,250 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Commissioner of Internal Revenue—Continued.							
One superintendent of stamp agencies	Aug. 5, 1882	22	230	1	$2,100 00		
	Mar. 3, 1883	22	543	1			
One superintendent of stamp-vault	Same acts				2,000 00		
One stenographer	R. S.	27		167–9	1,800 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	543	1			
Twenty-four clerks of class four	Same acts				43,200 00		
Twenty-five clerks of class three	do				40,000 00		
Thirty-six clerks of class two	do				50,400 00		
Twenty-four clerks of class one	do				28,800 00		
Fourteen clerks, at $1,000 each	June 19, 1878	20	187	1	14,000 00		
	Mar. 3, 1883	22	543	1			
Seventy-nine clerks, at $900 each	R. S.	27		167	71,100 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	543	1			
Two messengers, at $840 each	Same acts				1,680 00		
Fourteen assistant messengers, at $720 each	do				10,080 00		
Thirteen laborers, at $660 each	do				8,580 00		
						$299,190 00	$299,190 00
Salaries, Office of Commissioner of Internal Revenue, (Reimbursable)—							
One stamp agent	Aug. 5, 1882	22	230	1	1,600 00		
	Mar. 3, 1883	22	543	1			
One counter	Same acts				900 00		
						2,500 00	5,900 00
NOTE.—To be reimbursed by the stamp manufacturers.							
OFFICE OF THE LIGHT-HOUSE BOARD.							
Salaries, Office of Light-House Board—							
Chief clerk	R. S.	38		235	2,400 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	542	1			
Two clerks of class four	R. S.	27		167	3,600 00		
	Mar. 3, 1875	18	398	2			
	Mar. 3, 1883	22	542	1			
Two clerks of class three	Same acts				3,200 00		
One clerk of class two	do				1,400 00		
Three clerks of class one	do				3,600 00		
One clerk	do				900 00		
One assistant messenger	do				720 00		
One laborer	do				660 00		
And for the following additional employés in the office of the Light-House Board, now paid from the appropriations for the Light-House Establishment, namely:							
One clerk of class two	Aug. 5, 1882	22	229	1	1,400 00		
	Mar. 3, 1883	22	542	1			
One clerk of class one	Same acts				1,200 00		
Fourteen clerks, at $900 each	do				12,600 00		
Two assistant messengers, at $720 each	do				1,440 00		
One laborer	do				600 00		
One assistant civil engineer	do				2,400 00		
One draughtsman	do				1,800 00		
One draughtsman	do				1,680 00		
One draughtsman	do				1,320 00		
One draughtsman	do				1,200 00		
						42,120 00	*16,480 00
BUREAU OF STATISTICS.							
Salaries, Bureau of Statistics—							
Officer in charge of bureau	R. S.	56		334	3,000 00		
	Mar. 3, 1875	18	352	1			
	Mar. 3, 1883	22	542	1			
Chief clerk	R. S.	38		235	2,000 00		
	Mar. 3, 1875	18	352	1			
	Mar. 3, 1883	22	542	1			
Four clerks of class four	R. S.	27		167	7,200 00		
	Mar. 3, 1875	18	352	1			
	Mar. 3, 1883	22	542	1			
Five clerks of class three	Same acts				8,000 00		
Six clerks of class two	do				8,400 00		
Nine clerks of class one	do				10,800 00		
Three clerks, at $1,000 each	June 19, 1878	20	187	1	3,000 00		
	Mar. 3, 1883	22	542	1			
Six copyists, at $900 each	R. S.	27		167–9	5,400 00		
	Mar. 3, 1875	18	352	1			
	Mar. 3, 1883	22	542	1			
One messenger	Same acts				840 00		

* And $25,640 from appropriations for the Light-House Establishment.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Bureau of Statistics—Continued.							
One assistant messenger	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	27 352 542	167–9 1 1	$720 00		
One laborer	Same acts				660 00		
One female laborer	do				480 00		
Collecting statistics relating to internal commerce: For payment of the services of experts, and for other necessary expenditures connected with the collection of facts relative to the internal and foreign commerce of the United States	Appropriated	22	542	1	5,000 00		
						$55,500 00	$55,500 00
BUREAU OF ENGRAVING AND PRINTING.							
Salaries, Bureau of Engraving and Printing—							
Chief of bureau	..... Mar. 3, 1875 Mar. 3, 1883	R. S. 18 22	706 370 542	3575–7 2 1	4,500 00		
Assistant chief of bureau	Same acts				2,250 00		
Accountant	do				2,000 00		
Stenographer	.... June 19, 1878 Mar. 3, 1883	R. S. R. S. 20 22	706 27 187 542	3575–7 167–9 1 1	1,600 00		
One clerk of class three	.... Mar. 3, 1875 Mar. 3, 1883	R. S. R. S. 18 22	706 27 370 542	3575–7 167 2 1	1,600 00		
One clerk of class two	Same acts				1,400 00		
Four clerks of class one	do				4,800 00		
One clerk	June 19, 1878 Aug. 5, 1882	20 22	187 229	1 1	1,000 00		
Three copyists, at $900 each	.... Mar. 3, 1875 Mar. 3, 1883	R. S. R. S. 18 22	706 27 370 542	3575–7 167 2 1	2,700 00		
Two assistant messengers, at $720 each	Same acts				1,440 00		
Four laborers, at $660 each	do				2,640 00		
Additional to one clerk as disbursing-clerk	Mar. 3, 1881 Mar. 3, 1883	21 22	394 542	1 1	200 00		
						26,130 00	26,130 00
OFFICE OF THE LIFE-SAVING SERVICE.							
Salaries, Office of Life-Saving Service—							
General Superintendent of the Life-Saving Service	June 18, 1878 Mar. 3, 1883	20 22	164 542	6 1	4,000 00		
Assistant General Superintendent of the Life-Saving Service	Same acts				2,500 00		
One principal clerk	..... Aug. 5, 1882 Mar. 3, 1883	R. S. 22 22	27 229 542	167–9 1 1	1,800 00		
One topographer and hydrographer	Same acts				1,800 00		
One civil engineer and draughtsman	do				1,800 00		
One draughtsman	do				1,500 00		
One clerk of class four	do				1,800 00		
Three clerks of class three	do				4,800 00		
One clerk of class two	do				1,400 00		
One additional clerk of class two	Submitted				1,400 00		
Three clerks of class one	..... Mar. 3, 1883	R. S. 22	27 542	167 1	3,600 00		
Two additional clerks of class one	Submitted				2,400 00		
Two clerks, at $1,000 each	..... Mar. 3, 1883	R. S. 22	27 542	167–9 1	2,000 00		
Five clerks, at $900 each	Same acts				4,500 00		
One assistant messenger	do				720 00		
One laborer	do				660 00		
						36,680 00	32,880 00
SECRET-SERVICE DIVISION.							
Salaries, Secret-Service Division—							
Chief	Aug. 5, 1882 Mar. 3, 1883	22 22	230 542	 1	3,500 00		
Chief clerk	Same acts			1	2,000 00		
One clerk of class four	..... Aug. 5, 1882 Mar. 3, 1883	R. S. 22 22	27 230 542	 167–9 1	1,800 00		
Two clerks of class two	Same acts			1	2,800 00		
One clerk of class one	do				1,200 00		
One clerk	do				1,000 00		
One attendant	do				680 00		
						12,980 00	12,980 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
OFFICE OF SUPERVISING SURGEON-GENERAL OF MARINE-HOSPITAL SERVICE.							
Salaries, Office of Supervising Surgeon-General, Marine-Hospital Service—							
To be paid from the permanent appropriations for the Marine-Hospital Service:							
Supervising Surgeon-General	Mar. 3, 1875	18	377	1	$4,000 00		
	Mar. 3, 1875	18	486	7			
	Aug. 5, 1882	22	230	1			
	Mar. 3, 1883	22	542	1			
One surgeon	Aug. 5, 1882	22	230	1	3,000 00		
	Mar. 3, 1883	22	542	1			
One passed assistant surgeon	Same acts				1,800 00		
One clerk	do				1,800 00		
Five clerks, at $1,600 each	do				8,000 00		
One clerk	do				1,200 00		
One hospital-steward, (employed as chemist)	do				1,200 00		
Six copyists, at $900 each	do				5,400 00		
One messenger	do				600 00		
One laborer	do				480 00		
One laborer	do				360 00		
					27,840 00		
OFFICE OF SUPERVISING INSPECTOR-GENERAL OF STEAMBOAT-INSPECTION SERVICE.							
Salaries, Office of Supervising Inspector-General, Steamboat-Inspection Service—							
To be paid from the permanent appropriations for the Steamboat-Inspection Service:							
Supervising Inspector-General		R. S.	853	4402	$3,500 00		
	Aug. 5, 1882	22	230	1			
	Mar. 3, 1883	22	543	1			
One clerk, (see note)	Aug. 5, 1882	22	230	1	1,800 00		
	Mar. 3, 1883	22	543	1			
One clerk	Same acts				1,600 00		
Two clerks, at $1,200 each	do				2,400 00		
One messenger	do				840 00		
					10,140 00		

NOTE.—It is requested that there be appointed in the place of the clerk of class four, at $1,800 per annum, a chief clerk, at $2,000 per annum, in order that such chief clerk may perform the duties of the Supervising Inspector-General in case of his death, resignation, absence, or sickness, as provided in section 178, Revised Statutes. As the office is now organized, there is no one who can legally perform those duties in the contingencies indicated.—(*Supervising Inspector-General.*)

OFFICE OF CONSTRUCTION OF STANDARD WEIGHTS AND MEASURES.							
Salaries, Office of Standard Weights and Measures—							
For construction and verification of standard weights and measures, including metric standards, for the custom-houses, other offices of the United States, and for the several States, and mural standards of length in Washington, D. C., the following, while actually employed, namely:							
One adjuster, at $5 per day, for 313 days		R. S.	704	3569, 3570	$1,565 00		
	Aug. 5, 1882	22	230	1			
	Mar. 3, 1883	22	543	1			
One verifier, at $4 per day, for 313 days	Same acts				1,252 00		
One mechanician, at $4 per day, for 313 days	do				1,252 00		
One recorder, at $60 per month	do				720 00		
One watchman, at $2.45 per day, for 365 days	do				894 25		
One laborer, at $1.50 per day, for 313 days	do				469 50		
						$6,152 75	$5,978 50
Contingent Expenses, Office of Standard Weights and Measures—							
For purchase of materials and apparatus, and incidental expenses	Appropriated	22	543	1	1,500 00		
For expenses of the attendance of the American member of the International Committee on Weights and Measures at the General Conference provided for in the convention signed May 20, 1875, the sum of six hundred dollars, or so much thereof as may be necessary	Submitted				600 00		
						2,100 00	1,200 00

NOTE.—In explanation of the above estimates for salaries and contingent expenses for office of Standard Weights and Measures, see Appendix "G."

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
MISCELLANEOUS.							
Stationery for Treasury Department—							
Stationery for the Treasury Department and its several bureaus	Appropriated	22	543	1		$35,000 00	$35,000 00
Postage, Treasury Department—							
Purchase of official postage-stamps	Appropriated	22	543	1	$20,000 00		
Postage for the Treasury Department	Appropriated	22	563	2	1,500 00		
Postage required to prepay postage on matter addressed to Postal-Union countries	Appropriated	22	543	1	2,000 00		
						23,500 00	23,500 00
Contingent Expenses, Treasury Department—							
For purchase of material for binding cancelled marine papers, requisitions, and other important records, newspapers, books, hand-stamps, and repairs of the same; and of the amount appropriated, not more than five hundred dollars may be used in the purchase of current publications	Appropriated	22	543	1		2,500 00	2,600 00
For investigation of accounts and records, including the necessary travelling expenses, and for other travelling expenses	do					1,000 00	1,500 00
For freight, expressage, telegrams, telephone service, and car-tickets	Appropriated	22	544	1		4,500 00	4,000 00
For rent of buildings	do					8,700 00	9,000 00
NOTE.—For list of buildings rented in Washington by the Treasury Department, see Appendix "H."							
For purchase of subsistence of horses for office and mail wagons, including shoeing, and for wagons, harness, and repairs of same	do					5,000 00	5,000 00
For purchase of ice	do					4,000 00	4,000 00
For purchase of file-holders and file-cases	do					10,000 00	13,000 00
For purchase of coal, wood, engine oils and grease, engine-hose and cotton-waste, grates, grate-baskets and fixtures, stoves and fixtures, blowers, coal-hods, pokers, shovels, and tongs	do					14,000 00	14,000 00
For purchase of gas, brackets, candles, candlesticks, drop-lights and tubing, gas-burners, gas-torches, globes, lanterns, matches, match-safes, and wicks	do					14,000 00	14,000 00
For purchase of carpets, oil-cloth, mats, matting, and repairs, and for cleaning and laying the same by contract	do					8,000 00	8,000 00
For purchase of boxes, bells and bell-pulls, book-rests, chairs, chair-caning, chair-covers, cases, clocks, cloth for covering desks, cushions, desks, leather for covering sofas, locks, lumber, rugs, screens, shelving for files-rooms, tables, turpentine, varnish, ventilators, wardrobe-cabinets, water-coolers and stands, window-shades and fixtures	do					15,000 00	20,000 00
For washing and hemming towels; for the purchase of awnings and fixtures, alcohol, baskets, belting, bellows, bowls, brooms, buckets, brushes, canvas, crash, cloth, chamois-skins, door and window fasteners, dusters, flour, garden and street hose, lace-leather, lye, nails, oil, plants, picks, pitchers, powders, stencil-plates, spittoons, soap, sponge, tacks, traps, thermometers, tools, towels, tumblers, wire, and zinc; and for blacksmithing, repairs of machinery, removal of rubbish, sharpening tools, and other absolutely necessary articles	do					12,000 00	10,000 00
NOTE.—The estimate for "Printing and binding," Treasury Department, under section 2, act of May 8, 1872, (R. S., 720, section 3661,) will be found under the title of "Miscellaneous," *post.*							
Total Treasury Department						3,313,747 75	3,117,779 75
INDEPENDENT TREASURY.							
OFFICE OF THE ASSISTANT TREASURER AT BALTIMORE.							
Salaries, Office of Assistant Treasurer at Baltimore—							
Assistant treasurer	R. S. / Mar. 3, 1883	710 / 22	3595,'6 / 544	1	4,500 00		
Cashier	R. S. / Mar. 3, 1883	712 / 22	3606 / 544	1	2,500 00		
Three clerks, at $1,800 each	Same acts				5,400 00		
Two clerks, at $1,400 each	do				2,800 00		
Two clerks, at $1,200 each	do				2,400 00		
One clerk	do				1,000 00		
Messenger	do				840 00		
Three vault-watchmen, at $720 each	do				2,160 00		
						$21,600 00	$21,600 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
OFFICE OF THE ASSISTANT TREASURER AT BOSTON.							
Salaries, Office of Assistant Treasurer at Boston—							
Assistant treasurer	..... / Mar. 3, 1883	R. S. / 22	710 / 544	3595,'6 / 1	$5,000 00		
Chief clerk	..... / Mar. 3, 1883	R. S. / 22	711 / 544	3601 / 1	2,500 00		
Paying-teller	Same acts				2,500 00		
Assistant paying-teller	do				2,200 00		
Vault-clerk	do				2,000 00		
Receiving-teller	do				2,000 00		
First book-keeper	do				1,800 00		
Second book-keeper	do				1,400 00		
Specie-clerk	do				1,800 00		
Assistant specie-clerk	do				1,500 00		
Money-clerk	do				1,500 00		
Coupon-clerk	do				1,400 00		
Redemption-clerk	do				1,400 00		
Receipt-clerk	do				1,200 00		
Assistant redemption-clerk	do				1,100 00		
One general clerk	do				1,200 00		
Two clerks, at $1,000 each	do				2,000 00		
One clerk	do				800 00		
Messenger and chief watchman	do				1,060 00		
Two watchmen, at $850 each	do				1,700 00		
						$36,060 00	$36,060 00
NOTE.—The assistant treasurer at Boston asks that the salary of the chief clerk and paying-teller be increased from $2,500 to $3,000 each. (See Appendix "I.")							
OFFICE OF THE ASSISTANT TREASURER AT CHICAGO.							
Salaries, Office of Assistant Treasurer at Chicago—							
Assistant treasurer	..... / Mar. 3, 1883	R. S. / 22	710 / 544	3595,'6 / 1	4,500 00		
Cashier	..... / Mar. 3, 1883	R. S. / 22	712 / 544	3611 / 1	2,500 00		
Paying-teller	Same acts				1,800 00		
Receiving-teller	do				1,500 00		
Book-keeper	do				1,500 00		
Two coin, coupon, and currency clerks, at $1,500 each	do				3,000 00		
Assistant book-keeper	do				1,200 00		
Four clerks, at $1,200 each, (two additional submitted)	do				4,800 00		
Messenger	do				840 00		
Three watchmen, at $720 each	do				2,160 00		
						23,800 00	21,400 00
OFFICE OF THE ASSISTANT TREASURER AT CINCINNATI.							
Salaries, Office of Assistant Treasurer at Cincinnati—							
Assistant treasurer	..... / Mar. 3, 1883	R. S. / 22	710 / 545	3595,'6 / 1	4,500 00		
Cashier	..... / Mar. 3, 1883	R. S. / 22	713 / 545	3612 / 1	2,000 00		
Book-keeper	Same acts				1,800 00		
Receiving-teller	do				1,500 00		
Interest-clerk	do				1,200 00		
Check-clerk	do				1,200 00		
Clerk	do				1,200 00		
Minor-coin and fractional-currency teller	do				1,000 00		
Night-watchman	do				720 00		
Messenger	do				600 00		
Sunday-watchman	do				120 00		
Watchman	do				120 00		
						15,960 00	15,960 00
OFFICE OF THE ASSISTANT TREASURER AT NEW ORLEANS.							
Salaries, Office of Assistant Treasurer at New Orleans—							
Assistant treasurer	..... / Mar. 3, 1883	R. S. / 22	710 / 545	3595,'6 / 1	4,000 00		
Cashier	..... / Mar. 3, 1883	R. S. / 22	712 / 545	3609 / 1	2,250 00		
Receiving-teller	Same acts				2,000 00		
Book-keeper	do				1,500 00		
Two clerks, at $1,000 each	do				2,000 00		
Porter	do				900 00		
Watchman	do				720 00		
Night-watchman	do				720 00		
						14,090 00	14,090 00
NOTE.—The assistant treasurer at New Orleans submits the following additional estimates: Assistant book-keeper, $1,400; general clerk, $1,200. (See Appendix "J.")							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
OFFICE OF THE ASSISTANT TREASURER AT NEW YORK.							
Salaries, Office of Assistant Treasurer at New York—							
Assistant treasurer	..... / Mar. 3, 1883	R. S. / 22	710 / 545	3595,'6 / 1	$8,000 00		
Cashier and chief clerk	..... / Mar. 3, 1883	R. S. / 22	711 / 545	3603 / 1	4,000 00		
Deputy assistant treasurer	Same acts				3,600 00		
Chief of coin division	do				3,600 00		
Chief of note-paying division	do				3,000 00		
Chief of note-receiving division, (see note)	do				2,800 00		
Chief of check-paying division	do				2,800 00		
Chief of registered-interest division	do				2,600 00		
Chief of coupon-interest division	do				2,400 00		
Chief of minor-coin division	do				2,400 00		
Chief of bond division	do				2,250 00		
Chief of cancelled-check division	do				2,000 00		
Two clerks, at $2,250 each	do				4,500 00		
Six clerks, at $2,100 each	do				12,600 00		
Ten clerks, at $2,000 each	do				20,000 00		
Eleven clerks, at $1,800 each	do				19,800 00		
Four clerks, at $1,700 each	do				6,800 00		
Seven clerks, at $1,600 each	do				11,200 00		
Four clerks, at $1,500 each	do				6,000 00		
Twelve clerks, at $1,400 each	do				16,800 00		
Five clerks, at $1,200 each	do				6,000 00		
Five messengers, at $1,300 each	do				6,500 00		
One messenger	do				1,200 00		
Keeper of building	do				1,800 00		
Chief detective	do				1,800 00		
Two assistant detectives, at $1,400 each	do				2,800 00		
Three hallmen, at $1,000 each	do				3,000 00		
Ten watchmen, at $720 each, (see note)	do				7,200 00		
One engineer	do				1,000 00		
One assistant engineer	do				720 00		
Two porters, at $900 each	do				1,800 00		
						$170,970 00	$168,090 00

NOTE.—The assistant treasurer at New York submits the following increase: For chief of note-receiving division, $200; and for four watchmen, at $720 each per annum, now employed as janitors, and paid from the appropriation for "Pay of assistant custodians and janitors," at the rate of $600 each per annum. A like reduction has been made in the estimate for assistant custodians and janitors. (See Appendix "K.")

OFFICE OF THE ASSISTANT TREASURER AT PHILADELPHIA.							
Salaries, Office of Assistant Treasurer at Philadelphia—							
Assistant treasurer	..... / Mar. 3, 1883	R. S. / 22	710 / 545	3595,'6 / 1	4,500 00		
Cashier and chief clerk	..... / Mar. 3, 1883	R. S. / 22	712 / 545	3605 / 1	2,500 00		
Book-keeper	Same acts				2,500 00		
Chief interest-clerk	do				1,900 00		
Chief registered-interest clerk	do				1,900 00		
Assistant book-keeper	do				1,800 00		
Coin-teller	do				1,700 00		
Redemption-clerk	do				1,600 00		
Assistant coupon-clerk	do				1,600 00		
Assistant registered-interest clerk	do				1,500 00		
Assistant to the cashier	do				1,400 00		
Assistant coin-teller	do				1,400 00		
Receiving-teller	do				1,300 00		
Assistant receiving-teller	do				1,200 00		
Superintendent, messenger, and chief watchman	do				1,100 00		
Four counters, at $900 each per annum	do				3,600 00		
Five watchmen, at $720 each per annum	do				3,600 00		
						35,100 00	35,100 00

NOTE.—The assistant treasurer at Philadelphia submits the following increase: For the assistant treasurer, $500; cashier and chief clerk, $200; and asks that three additional counters, at $900 each per annum, be provided for. (See Appendix "L.")

OFFICE OF THE ASSISTANT TREASURER AT ST. LOUIS.							
Salaries, Office of Assistant Treasurer at St. Louis—							
Assistant treasurer	..... / Mar. 3, 1883	R. S. / 22	710 / 546	3595,'6 / 1	4,500 00		
Chief clerk and teller	..... / Mar. 3, 1883	R. S. / 22	712 / 546	3607 / 1	2,500 00		
Assistant teller	Same acts				1,800 00		
Book-keeper	do				1,500 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Assistant Treasurer at St. Louis—Continued.							
Assistant book-keeper	.....	R. S.	712	3607	$1,200 00		
	Mar. 3, 1883	22	546	1			
Clerk	Same acts	.....	.....	.....	1,200 00		
Messenger	.....do	.....	.....	.....	1,000 00		
Four watchmen, at $720 each	.....do	.....	.....	.....	2,880 00		
						$16,580 00	$16,580 00
OFFICE OF THE ASSISTANT TREASURER AT SAN FRANCISCO.							
Salaries, Office of Assistant Treasurer at San Francisco—							
Assistant treasurer	.....	R. S.	710	3595,'6	5,500 00		
	Mar. 3, 1883	22	546	1			
Cashier	.....	R. S.	712	3610	3,000 00		
	Mar. 3, 1883	22	546	1			
Book-keeper	Same acts	.....	.....	.....	2,500 00		
Chief clerk	.....do	.....	.....	.....	2,400 00		
Assistant cashier	.....do	.....	.....	.....	2,000 00		
Assistant book-keeper	.....do	.....	.....	.....	2,000 00		
Receiving-teller	.....do	.....	.....	.....	2,000 00		
Coin-teller	.....do	.....	.....	.....	1,800 00		
Clerk	.....do	.....	.....	.....	1,800 00		
Clerk	.....do	.....	.....	.....	1,400 00		
Messenger	.....do	.....	.....	.....	840 00		
Four watchmen, at $720 each	.....do	.....	.....	.....	2,880 00		
						28,120 00	28,120 00
NOTE.—An increase of salary of the cashier is requested from $3,000 to $3,600.—(*Assistant Treasurer.*)							
MISCELLANEOUS.							
Salaries of Special Agents, Independent Treasury—							
Compensation of special agents to examine the books, accounts, and money on hand at the several subtreasuries and depositories, including national banks acting as depositories, under the act of August 6, 1846	.....	R. S.	718	3649	.....	4,000 00	4,000 00
	Mar. 3, 1883	22	546	1			
Checks and Drafts, Independent Treasury—							
Engraving, printing, finishing, and binding interest, transfer, redemption, pension, and other checks and drafts, including cost of paper for the same, for the use of the Treasurer of the United States, assistant treasurers, pension agents, disbursing officers, and others	.....	R. S.	719	3653	.....	28,000 00	*3,000 00
	Mar. 3, 1883	22	546	1			
NOTE.—Estimates for certificates of deposit are not included, as they are furnished by the Public Printer, and paid for out of the Department's appropriation for printing.							
Total Independent Treasury	.....	.....	.....	.....	.....	394,280 00	364,000 00
MINTS AND ASSAY OFFICES.							
OFFICE OF THE DIRECTOR OF THE MINT.							
Salaries, Office of Director of the Mint—							
Director	.....	R. S.	58	343–5	4,500 00		
	Mar. 3, 1883	22	546	1			
Examiner	Same acts	.....	.....	.....	2,300 00		
Computer	.....do	.....	.....	.....	2,200 00		
Assayer	.....do	.....	.....	.....	2,200 00		
Adjuster of accounts	.....do	.....	.....	.....	2,000 00		
Two clerks of class three	.....	R. S.	58	345	3,200 00		
	.....	R. S.	27	167,'9			
	Mar. 3, 1883	22	546	1			
One clerk of class two	Same acts	.....	.....	.....	1,400 00		
Two clerks of class one	.....do	.....	.....	.....	2,400 00		
Translator	.....do	.....	.....	.....	1,200 00		
Two clerks, at $1,000 each	.....do	.....	.....	.....	2,000 00		
Two copyists, at $900 each	.....do	.....	.....	.....	1,800 00		
Messenger	.....do	.....	.....	.....	840 00		
Helper in laboratory	.....do	.....	.....	.....	840 00		
Helper	.....do	.....	.....	.....	500 00		
						$27,380 00	$27,380 00
Contingent Expenses, Office of Director of the Mint—							
Assay laboratory, chemicals, fuel, materials, and other necessaries	Appropriated..	22	546	1	1,000 00		
Examination of mints, expenses in visiting mints and assay offices for the purpose of superintending the annual settlements, and for special examinations	.....do	.....	.....	.....	2,500 00		
Books, pamphlets, periodicals, specimens of coins and ores, balances, weights, and incidentals	.....do	.....	.....	.....	1,000 00		
Collection of statistics relative to the annual production of the precious metals in the United States	.....do	.....	.....	.....	5,000 00		
						9,500 00	8,200 00

*Exclusive of cost of paper for pension checks, and $19,000 authorized under the head of appropriation "Labor and expenses of engraving and printing, 1884."

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
MINT OF THE UNITED STATES AT PHILADELPHIA.							
Salaries, Mint at Philadelphia—							
Superintendent	.....	R. S.	694	3496–8	$4,500 00		
	Mar. 3, 1883	22	546	1			
Assayer, melter and refiner, coiner, and engraver, at $3,000 each	Same acts				12,000 00		
Assistant assayer, assistant melter and refiner, and assistant coiner, at $2,000 each	.....	R. S.	694	3499, 3504	6,000 00		
	Mar. 3, 1883	22	546	1			
Cashier	Same acts				2,500 00		
Chief clerk	do				2,250 00		
Book-keeper, abstract-clerk, and weigh-clerk, at $2,000 each	do				6,000 00		
Register of deposits, warrant-clerk, and cashier's clerk, at $1,700 each	do				5,100 00		
Assayer's computation-clerk and assistant weigh-clerk, at $1,600 each	do				3,200 00		
						$41,550 00	$41,550 00
Wages of Workmen, Mint at Philadelphia—							
Wages of workmen and adjusters	.....	R. S.	694	3499, 3504	.....	293,000 00	293,000 00
	Mar. 3, 1883	22	547	1			
Contingent Expenses, Mint at Philadelphia—							
Incidental and contingent expenses, (and purchases, not exceeding $300 in value, of specimen coins and ores for the cabinet of the Mint)	Appropriated	22	547	1	.....	100,000 00	100,000 00
MINT OF THE UNITED STATES AT SAN FRANCISCO.							
Salaries, Mint at San Francisco—							
Superintendent	.....	R. S.	694	3496–8	4,500 00		
	Mar. 3, 1883	22	547	1			
Assayer, melter and refiner, and coiner, at $3,000 each	Same acts				9,000 00		
Assistant assayer, assistant melter and refiner, and assistant coiner, at $2,500 each	.....	R. S.	694	3499, 3504	7,500 00		
	Mar. 3, 1883	22	547	1			
Chief clerk and cashier, at $2,500 each	Same acts				5,000 00		
Book-keeper, abstract-clerk, weigh-clerk, and warrant-clerk, at $2,200 each	do				8,800 00		
Register of deposits	do				2,000 00		
Cashier's clerk	do				1,800 00		
Assayer's computation-clerk and superintendent's computation-clerk, at $1,600 each	do				3,200 00		
Assistant weigh-clerk	do				1,600 00		
						43,400 00	43,400 00
Wages of Workmen, Mint at San Francisco—							
Wages of workmen and adjusters	.....	R. S.	694	3499, 3504	.....	242,000 00	242,000 00
	Mar. 3, 1883	22	547	1			
Contingent Expenses, Mint at San Francisco—							
Incidental and contingent expenses	Appropriated	22	547	1	.....	70,000 00	70,000 00
MINT OF THE UNITED STATES AT CARSON.							
Salaries, Mint at Carson—							
Superintendent	.....	R. S.	694	3496–8	3,000 00		
	Mar. 3, 1883	22	547	1			
Assayer, melter and refiner, and coiner, at $2,500 each	Same acts				7,500 00		
Assistant assayer, assistant melter and refiner, and assistant coiner, at $2,000 each	.....	R. S.	694	3499, 3504	6,000 00		
	Mar. 3, 1883	22	547	1			
Chief clerk	Same acts				2,250 00		
Cashier, book-keeper, and weigh-clerk, at $2,000 each	do				6,000 00		
Abstract-clerk and register of deposits, at $1,800 each	do				3,600 00		
Assayer's computation-clerk	do				1,200 00		
						29,550 00	29,550 00
Wages of Workmen, Mint at Carson—							
Wages of workmen and adjusters	.....	R. S.	694	3499, 3504	.....	54,000 00	54,000 00
	Mar. 3, 1883	22	547	1			
Contingent Expenses, Mint at Carson—							
Incidental and contingent expenses	Appropriated	22	547	1	.....	25,000 00	25,000 00
MINT OF THE UNITED STATES AT NEW ORLEANS.							
Salaries, Mint at New Orleans—							
Superintendent	.....	R. S.	694	3496–8	3,500 00		
	June 20, 1874	18	97	1			
	Mar. 3, 1883	22	547	1			
Assayer, melter and refiner, and coiner, at $2,500 each	Same acts				7,500 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Mint at New Orleans—Continued.							
Assistant assayer, assistant melter and refiner, and assistant coiner, at $1,900 each	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	694 97 547	3499, 3504 1 1	$5,700 00		
Chief clerk and cashier, at $2,000 each	Same acts				4,000 00		
Weigh-clerk, abstract-clerk, book-keeper, and assayer's computation-clerk, at $1,600 each	do				6,400 00		
Register of deposits, warrant-clerk, and assistant weigh-clerk, at $1,250 each	do				3,750 00		
Cashier's clerk	do				1,100 00		
						$31,950 00	$31,950 00
Wages of Workmen, Mint at New Orleans—							
Wages of workmen and adjusters	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	694 97 547	3499, 3504 1 1	.....	74,000 00	74,000 00
Contingent Expenses, Mint at New Orleans—							
Incidental and contingent expenses	Appropriated..	22	547	1	.....	35,000 00	35,000 00
MINT OF THE UNITED STATES AT DENVER.							
Salaries, Mint at Denver—							
Assayer in charge	..... Mar. 3, 1883	R. S. 22	702 547	3559, 3560 1	2,500 00		
Melter	Same acts				2,250 00		
Chief clerk	do				1,800 00		
Clerk	do				1,600 00		
Clerk	do				1,400 00		
Assistant assayer	..... June 21, 1879 Mar. 3, 1883	R. S. 21 22	702 27 547	3560 2 1	1,400 00		
						10,950 00	10,950 00
Wages of Workmen, Mint at Denver—							
Wages of workmen	..... Mar. 3, 1883	R. S. 22	702 547	3560 1	.....	15,000 00	12,000 00
Contingent Expenses, Mint at Denver—							
Incidental and contingent expenses	Appropriated..	22	547	1	.....	8,000 00	6,000 00
UNITED STATES ASSAY OFFICE AT NEW YORK.							
Salaries, Assay Office at New York—							
Superintendent	..... Mar. 3, 1883	R. S. 22	702 547	3554–6 1	4,500 00		
Assayer, and melter and refiner, at $3,000 each	Same acts				6,000 00		
Assistant melter and refiner, chief clerk, and weigh-clerk, at $2,500 each	.... Mar. 3, 1883	R. S. R. S. 22	694 702 547	3499, 3504 3557 1	7,500 00		
Cashier	Same acts				2,000 00		
Book-keeper	do				2,350 00		
Warrant-clerk	do				2,250 00		
Bar-clerk	do				1,800 00		
Abstract-clerk and assayer's computation-clerk, at $1,800 each	do				3,600 00		
Assistant weigh-clerk	do				1,600 00		
Register of deposits	do				1,250 00		
Assayer's first assistant	do				2,250 00		
Assayer's second assistant	do				2,150 00		
Assayer's third assistant	do				2,000 00		
						39,250 00	39,250 00
Wages of Workmen, Assay Office at New York— Wages of workmen	.... Mar. 3, 1883	R. S. R. S. 22	694 702 548	3499, 3504 3557 1	.....	25,000 00	25,000 00
Contingent Expenses, Assay Office at New York—							
Incidental and contingent expenses	Appropriated..	22	548	1	.....	10,000 00	10,000 00
UNITED STATES ASSAY OFFICE AT HELENA.							
Salaries, Assay Office at Helena—							
Assayer in charge	..... May 12, 1874 Mar. 3, 1883	R. S. 18 22	702 45 548	3558, 3560 1 1	2,500 00		
Melter	Same acts				2,250 00		
Chief clerk	do				1,800 00		
Clerk	do				1,400 00		
						7,950 00	7,950 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Wages of Workmen, Assay Office at Helena—							
Wages of workmen	..... Mar. 3, 1883	R. S. 22	702 548	3560 1	.....	$12,000 00	$12,000 00
Contingent Expenses, Assay Office at Helena—							
Incidental and contingent expenses	Appropriated..	22	548	1	.....	8,000 00	8,000 00
UNITED STATES ASSAY OFFICE AT BOISE CITY.							
Salaries, Assay Office at Boise City—							
Assayer and melter in charge	..... Mar. 3, 1883	R. S. 22	702 548	3559, 3560 1	$2,000 00		
Clerk	Same acts	.....	.....	.....	1,000 00		
						3,000 00	3,000 00
Wages and Contingent Expenses, Assay Office at Boise City—							
Incidental and contingent expenses, including labor	..... Mar. 3, 1883	R. S. 22	702 548	3560 1	.....	6,000 00	5,000 00
UNITED STATES ASSAY OFFICE AT CHARLOTTE.							
Salaries, Assay Office at Charlotte—							
Assayer and melter in charge	..... Mar. 3, 1883	R. S. 22	702 548	3559, 3560 1	1,500 00		
Assistant assayer	Same acts	.....	.....	.....	1,250 00		
						2,750 00	2,750 00
Wages and Contingent Expenses, Assay Office at Charlotte—							
Incidental and contingent expenses, including labor	..... Mar. 3, 1883	R. S. 22	702 548	3560 1	.....	2,000 00	2,000 00
UNITED STATES ASSAY OFFICE AT ST. LOUIS.							
Salaries, Assay Office at St. Louis—							
Assayer in charge	..... Feb. 1, 1881 Mar. 3, 1883	R. S. 21 22	702 322 548	3559, 3560 1 1	2,500 00		
Clerk	Same acts	.....	.....	.....	1,000 00		
						3,500 00	3,500 00
Wages and Contingent Expenses, Assay Office at St. Louis—							
Incidental and contingent expenses, including labor	..... Mar. 3, 1883	R. S. 22	702 548	3560 1	.....	4,800 00	4,800 00
NOTE.—See letter of Director of the Mint in relation to the estimates for mints and assay offices in Appendix "M."							
Total Mints and Assay Offices	.....	.....	.....	.....	.....	1,234,530 00	1,227,230 00
GOVERNMENT IN THE TERRITORIES.							
ARIZONA.							
Salaries, Governor, &c., Territory of Arizona—							
Governor	....	R. S. R. S. R. S.	326 327 331	1841 1845 1877	2,600 00		
Chief-justice and two associate judges, at $3,000 each	.....	R. S.	331	1877–9	9,000 00		
Secretary	....	R. S. R. S. R. S.	326 327 331	1843 1845 1877	1,800 00		
Interpreter and translator in the executive office	Mar. 3, 1883	22	548	1	500 00		
						$13,900 00	$13,900 00
Legislative Expenses, Territory of Arizona—							
Pay of members of legislature	June 19, 1878 Dec. 23, 1880	20 21	193 312	1 1	8,160 00		
Pay of presiding officers	Same acts	.....	.....	.....	720 00		
Pay of subordinate officers of both houses	...do...	.....	.....	.....	3,060 00		
Printing	..... June 19, 1878 Aug. 5, 1882	R. S. 20 22	332 193 236	1887 1 1	3,750 00		
Rent of hall, committee-rooms, extra clerk, stationery, fuel, lights, porter and messenger for secretary's office, rent of secretary's office, incidental expenses for same, including safe for office	.....	R. S.	340	1939	6,000 00		
Mileage of members, council and house	..... June 19, 1878 Mar. 3, 1883	R. S. 20 22	341 193 548	1942 1 1	4,000 00		
						25,690 00	2,250 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Contingent Expenses, Territory of Arizona—							
Contingent expenses of the Territory, to be expended by the governor	..... Mar. 3, 1883	R. S. 22	340 548	1935 1	.....	$500 00	$500 00
DAKOTA.							
Salaries, Governor, &c., Territory of Dakota—							
Governor	....	R. S. R. S. R. S.	326 327 331	1841 1845 1877	$2,600 00		
Chief-justice and three associate judges, at $3,000 each	..... Mar. 3, 1879	R. S. 20	331 473	1877–9 1, 2	12,000 00		
Secretary	.... Mar. 3, 1883	R. S. R. S. R. S. 22	326 327 331 548	1843 1845 1877 1	1,800 00		
						16,400 00	16,400 00
Legislative Expenses, Territory of Dakota—							
Per diem and mileage of twelve members of the council and twenty-four members of the house of representatives of the legislative assembly	..... June 19, 1878 Dec. 23, 1880	R. S. 20 21	341 193 312	1942 1 1	13,069 60		
Compensation of officers of legislative assembly	Same acts	.....	.....	.....	3,060 00		
Printing	..... June 19, 1878 Aug. 5, 1882	R. S. 20 22	332 193 236	1887 1 1	3,750 00		
Stationery and blanks for secretary's office and legislative assembly	.....	R. S.	340	1939	1,600 00		
Rent of secretary's office, and rooms for storage of Government property	.....	R. S.	340	1939	450 00		
Postage	.....	R. S.	340	1939	200 00		
Rent of legislative halls	.....	R. S.	340	1939	900 00		
Fuel, lights, oils, and candles	.....	R. S.	340	1939	450 00		
Messenger and porter, labor, and care of Government property	.....	R. S.	340	1939	500 00		
Clerk in secretary's office	.....	R. S.	340	1939	900 00		
Repairs and purchase of furniture	.....	R. S.	340	1939	200 00		
Incidental expenses	..... Mar. 3, 1883	R. S. 22	340 548	1939 1	950 00		
						26,029 60	2,990 00
Contingent Expenses, Territory of Dakota—							
Contingent expenses of the Territory, to be expended by the governor	..... Mar. 3, 1883	R. S. 22	340 548	1935 1	.....	500 00	500 00
IDAHO.							
Salaries, Governor, &c., Territory of Idaho—							
Governor	....	R. S. R. S. R. S.	326 327 331	1841 1845 1877	2,600 00		
Chief-justice and two associate judges, at $3,000 each	.....	R. S.	331	1877–9	9,000 00		
Secretary	.... Mar. 3, 1883	R. S. R. S. R. S. 22	326 327 331 549	1843 1845 1877 1	1,800 00		
						13,400 00	13,400 00
Legislative Expenses, Territory of Idaho—							
Per diem of president and members of council, and of speaker and members of house of representatives	..... June 19, 1878 Dec. 23, 1880	R. S. 20 21	341 193 312	1943 1 1	8,880 00		
Per diem of employés of council and house of representatives	Same acts	.....	.....	.....	3,060 00		
Mileage of members of council and house of representatives	.....do.....	.....	.....	.....	6,305 40		
Stationery for use of legislative assembly	.....	R. S.	341	1940	900 00		
Printing the laws and journals, and incidental printing for the legislative assembly	..... June 19, 1878 Aug. 5, 1882	R. S. 20 22	332 193 236	1887 1 1	3,200 00		
Fuel for legislative assembly and committee-rooms, and sawing, splitting, and piling same	.....	R. S.	341	1940	190 00		
Lamps, oils, candles, brooms, and dusters for legislative halls	.....	R. S.	341	1940	200 00		
Rent of legislative halls and committee-rooms, fitting up and preparing same, and removing furniture	.....	R. S.	341	1940	875 00		
Recovering, varnishing, and fixing locks of desks; gluing and fixing chairs and benches, and varnishing same; and new furniture	.....	R. S.	341	1940	300 00		
Two large record-books for journals of house and council	.....	R. S.	341	1940	30 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Legislative Expenses, Territory of Idaho—Continued.							
Extra clerk-hire for secretary's office during session of legislature	.....	R. S.	341	1940	$720 00		
Rent of secretary's office, library, and storage-room	.....	R. S.	341	1940	1,000 00		
Reasonable and necessary furniture for secretary's office	.....	R. S.	341	1940	200 00		
Official printing, stationery, and seal for secretary's office	.....	R. S.	341	1940	75 00		
Fuel for secretary's office, and sawing, splitting, and piling same	.....	R. S.	341	1940	190 00		
Postage, seals, and rent of post-office box	.....	R. S.	341	1940	200 00		
Ice for use of secretary's office, and sprinkling streets in front of same	.....	R. S.	341	1940	45 00		
Messenger and porter for secretary's office	.....	R. S.	341	1940	600 00		
Oil, lamps, brooms, and dusters for secretary's office	..... / Mar. 3, 1883	R. S. / 22	341 / 549	1940 / 1	75 00		
Printing revised laws of the Territory	Aug. 5, 1882 / Submitted	22 /	236 /	1 /	3,000 00		
						$30,045 40	$2,085 00
NOTE.—In explanation of the foregoing estimate for legislative expenses of the Territory of Idaho, see Appendix "N."							
Contingent Expenses, Territory of Idaho—							
Contingent expenses of the Territory, to be expended by the governor	..... / Mar. 3, 1883	R. S. / 22	340 / 549	1935 / 1	.....	500 00	500 00
MONTANA.							
Salaries, Governor, &c., Territory of Montana—							
Governor	..... / ..... /	R. S. / R. S. / R. S.	326 / 327 / 331	1841 / 1845 / 1877	2,600 00		
Chief-justice and two associate judges, at $3,000 each	.....	R. S.	331	1877–9	9,000 00		
Secretary	..... / ..... / ..... / Mar. 3, 1883	R. S. / R. S. / R. S. / 22	326 / 327 / 331 / 549	1843 / 1845 / 1877 / 1	1,800 00		
						13,400 00	13,400 00
Legislative Expenses, Territory of Montana—							
Fourteenth session:							
Compensation of twelve members of the council and twenty-four members of the house of representatives, 60 days, at $4 per day each	..... / June 19, 1878 / Dec. 23, 1880	R. S. / 20 / 21	341 / 193 / 312	1943 / 1 / 1	8,640 00		
Compensation of presiding and subordinate officers	Same acts.....	.....	.....	.....	3,300 00		
Mileage of members of council, 4,314 miles, at 20 cents per mile, and of members of house of representatives, 5,860 miles, at 20 cents per mile	.....do.....	.....	.....	.....	2,034 80		
Rent of halls and committee-rooms	.....	R. S.	341	1940	800 00		
Fitting up halls, removing furniture, &c.	.....	R. S.	341	1940	300 00		
New furniture, stoves, carpets, and repairing	.....	R. S.	341	1940	500 00		
Stationery for legislative assembly	.....	R. S.	341	1940	450 00		
Fuel and lights for legislative halls, &c.	.....	R. S.	341	1940	400 00		
Printing bills, laws, journals, &c.	..... / June 19, 1878 / Aug. 5, 1882	R. S. / 20 / 22	332 / 193 / 236	1887 / 1 / 1	3,750 00		
Contingent for contesting members, (see note)	.....	R. S.	341	1940	500 00		
Rent of secretary's office and storage-room for Government property	.....	R. S.	341	1940	540 00		
Porter and messenger for secretary's office	.....	R. S.	341	1940	600 00		
Postage	.....	R. S.	341	1940	250 00		
Official printing	.....	R. S.	341	1940	150 00		
Stationery	.....	R. S.	341	1940	150 00		
Fuel and lights	.....	R. S.	341	1940	150 00		
Furniture and repairing	.....	R. S.	341	1940	150 00		
Telegraphing	.....	R. S.	341	1940	50 00		
Clerk in secretary's office	.....	R. S.	341	1940	900 00		
Contingent expenses	..... / Mar. 3, 1883	R. S. / 22	341 / 549	1940 / 1	200 00		
						23,814 80	2,000 00
NOTE.—The item of $500 for "Contingent for contesting members" is disapproved by the First Comptroller.							
Contingent Expenses, Territory of Montana—							
Contingent expenses of the Territory, to be expended by the governor	..... / Mar. 3, 1883	R. S. / 22	340 / 549	1935 / 1	.....	500 00	500 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
NEW MEXICO.							
Salaries, Governor, &c., Territory of New Mexico—							
Governor	.....	R. S.	326	1841	$2,600 00		
	.....	R. S.	327	1845			
	.....	R. S.	331	1877			
Chief-justice and two associate judges, at $3,000 each	.....	R. S.	331	1877–9	9,000 00		
Secretary	.....	R. S.	326	1843	1,800 00		
	.....	R. S.	327	1845			
	.....	R. S.	331	1877			
Interpreter and translator in the executive office	Mar. 3, 1883	22	549	1	500 00		
						$13,900 00	$13,900 00
Legislative Expenses, Territory of New Mexico—							
Rent, fuel, lights, stationery, postage, pay of messenger, and incidental expenses	.....	R. S.	340	1939	.....	1,600 00	1,500 00
	Mar. 3, 1883	22	549	1			
Contingent Expenses, Territory of New Mexico—							
Contingent expenses of the Territory, to be expended by the governor	.....	R. S.	340	1935	.....	500 00	500 00
	Mar. 3, 1883	22	549	1			
UTAH.							
Salaries, Governor, &c., Territory of Utah—							
Governor	.....	R. S.	326	1841	2,600 00		
	.....	R. S.	327	1845			
	.....	R. S.	331	1877			
Chief-justice and two associate judges, at $3,000 each	.....	R. S.	331	1877–9	9,000 00		
Secretary	.....	R. S.	326	1843	1,800 00		
	.....	R. S.	327	1845			
	.....	R. S.	331	1877			
	Mar. 3, 1883	22	549	1			
						13,400 00	13,400 00
Legislative Expenses, Territory of Utah—							
Current and contingent expenses of secretary's office	.....	R. S.	340	1939	.....	2,000 00	22,490 00
	Mar. 3, 1883	22	549	1			
Contingent Expenses, Territory of Utah—							
Contingent expenses of the Territory, to be expended by the governor	.....	R. S.	340	1935	.....	500 00	500 00
	Mar. 3, 1883	22	549	1			
Compensation, Utah Commission—							
For the salaries of five commissioners appointed under an act entitled "An act to amend section fifty-three hundred and fifty-two of the Revised Statutes of the United States, in reference to bigamy, and for other purposes," approved March 22, 1882, at $5,000 each	Mar. 22, 1882	22	32	9	.....	25,000 00	25,000 00
	Aug. 5, 1882	22	237	1			
	Mar. 3, 1883	22	549	1			
Contingent Expenses, Utah Commission—							
Expenses of the commission, for printing, stationery, clerical hire, office-rent, and miscellaneous expenses, $15,000: *Provided*, That out of this sum the commission is hereby authorized to pay the secretary of the Territory, who is its secretary and disbursing agent, a reasonable sum for such service, not exceeding $600, for the fiscal year ending June 30, 1885	Appropriated	22	549	1	.....	15,000 00	15,000 00
Compensation and Expenses, Officers of Election, Territory of Utah—							
Compensation of the officers of election, including contingent expenses	Mar. 22, 1882	22	32	9	.....	25,000 00	25,000 00
	Aug. 7, 1882	22	313	1			
	Mar. 3, 1883	22	549	1			
WASHINGTON.							
Salaries, Governor, &c., Territory of Washington—							
Governor	.....	R. S.	326	1841	2,600 00		
	.....	R. S.	327	1845			
	.....	R. S.	331	1877			
Chief-justice and two associate judges, at $3,000 each	.....	R. S.	331	1877–9	9,000 00		
Secretary	.....	R. S.	326	1843	1,800 00		
	.....	R. S.	327	1845			
	.....	R. S.	331	1877			
	Mar. 3, 1883	22	549	1			
						13,400 00	13,400 00
Legislative Expenses, Territory of Washington—							
Rent of secretary's office, hire of messenger, lights, fuel, stationery, postage, repairs, office-furniture, and other incidental expenses of secretary's office	.....	R. S.	341	1940	.....	2,500 00	22,730 00
	Mar. 3, 1883	22	549	1			
Contingent Expenses, Territory of Washington—							
Contingent expenses of the Territory, to be expended by the governor	.....	R. S.	340	1938	.....	1,500 00	500 00
	Mar. 3, 1883	22	550	1			

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
WYOMING.							
Salaries, Governor, &c., Territory of Wyoming—							
Governor	.....	R. S.	326	1841	$2,600 00		
	.....	R. S.	327	1845			
	.....	R. S.	331	1877			
Chief-justice and two associate judges, at $3,000 each	.....	R. S.	331	1877–9	9,000 00		
Secretary	.....	R. S.	326	1843	1,800 00		
	.....	R. S.	327	1845			
	.....	R. S.	331	1877			
	Mar. 3, 1883	22	550	1		$13,400 00	$13,400 00
Legislative Expenses, Territory of Wyoming—							
Rent, fuel, light, stationery, postage, clerk-hire, messenger, furniture and repairs, and incidental expenses of secretary's office	.....	R. S.	340	1939	.....	2,500 00	24,590 00
	Mar. 3, 1883	22	550	1			
Contingent Expenses, Territory of Wyoming—							
Contingent expenses of the Territory, to be expended by the governor	.....	R. S.	340	1935	.....	1,000 00	500 00
	Mar. 3, 1883	22	550	1			
Total Territorial Governments	.....	.....	.....	.....	.....	295,879 80	260,835 00
INTERNAL REVENUE.							
Salaries and Expenses of Collectors and Deputy Collectors of Internal Revenue—							
Salaries and expenses of collectors and deputy collectors of internal revenue	.....	R. S.	53	321			
	.....	R. S.	601	3141,'2			
	.....	R. S.	602	3145			
	.....	R. S.	603	3150			
	Feb. 8, 1875	18	309	13			
	Mar. 3, 1875	18	352	1			
	Mar. 3, 1877	19	303	1			
	Mar. 1, 1879	20	327	1–23			
	May 28, 1880	21	145–50	1–19			
	Mar. 3, 1883	22	543	1			
Alabama	.....	.....	.....	.....	22,000 00		
Arkansas	.....	.....	.....	.....	16,000 00		
California:							
First district $39,200 00							
Fourth district 26,500 00							
	.....	.....	.....	.....	65,700 00		
Colorado	.....	.....	.....	.....	19,300 00		
Connecticut	.....	.....	.....	.....	20,000 00		
Delaware	.....	.....	.....	.....	12,300 00		
Florida	.....	.....	.....	.....	14,200 00		
Georgia	.....	.....	.....	.....	44,800 00		
Illinois:							
First district 29,600 00							
Second district 13,400 00							
Fourth district 16,200 00							
Fifth district 21,800 00							
Eighth district 17,400 00							
Thirteenth district 17,800 00							
	.....	.....	.....	.....	116,200 00		
Indiana:							
Sixth district 16,000 00							
Seventh district 17,800 00							
Eleventh district 13,400 00							
	.....	.....	.....	.....	47,200 00		
Iowa:							
Second district 18,400 00							
Third district 12,000 00							
Fourth district 9,500 00							
	.....	.....	.....	.....	39,900 00		
Kansas	.....	.....	.....	.....	16,300 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Salaries and Expenses of Collectors and Deputy Collectors of Internal Revenue—Continued.							
Kentucky:							
Second district					$24,500 00		
Fifth district					36,300 00		
Sixth district					19,800 00		
Seventh district					25,500 00		
Eighth district					15,500 00		
						$121,600 00	
Louisiana						33,800 00	
Maine						9,500 00	
Maryland						44,500 00	
Massachusetts:							
Third district					31,000 00		
Tenth district					12,100 00		
						43,100 00	
Michigan:							
First district					27,300 00		
Fourth district					10,000 00		
						37,300 00	
Minnesota						18,800 00	
Mississippi						20,800 00	
Missouri:							
First district					34,300 00		
Fourth district					11,300 00		
Sixth district					22,000 00		
						67,600 00	
Montana						19,500 00	
Nebraska						19,800 00	
New Hampshire						8,700 00	
New Jersey:							
First district					11,800 00		
Third district					13,500 00		
Fifth district					26,500 00		
						51,800 00	
New Mexico						12,500 00	
New York:							
First district					41,500 00		
Second district					35,000 00		
Third district					46,000 00		
Fourteenth district					20,000 00		
Fifteenth district					19,500 00		
Twenty-first district					26,500 00		
Twenty-eighth district					32,500 00		
						221,000 00	
North Carolina:							
Fourth district					36,500 00		
Fifth district					34,500 00		
Sixth district					39,300 00		
						110,300 00	
Ohio:							
First district					34,500 00		
Sixth district					19,800 00		
Tenth district					21,000 00		
Eleventh district					18,800 00		
Eighteenth district					24,000 00		
						118,100 00	
Oregon						14,000 00	
Pennsylvania:							
First district					48,500 00		
Ninth district					26,500 00		
Twelfth district					22,000 00		
Nineteenth district					12,000 00		
Twenty-second district					26,500 00		
Twenty-third district					19,300 00		
						154,800 00	

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.		Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
			Vol. or R. S.	Page.	Sec.			
Salaries and Expenses of Collectors and Deputy Collectors of Internal Revenue—Continued.								
Rhode Island		.....	.....	.....	.....	$9,500 00		
South Carolina		.....	.....	.....	.....	23,000 00		
Tennessee:								
Second district	$16,000 00							
Fifth district	27,500 00							
		.....	.....	.....	.....	43,500 00		
Texas:								
First district	13,500 00							
Third district	14,000 00							
Fourth district	14,000 00							
		.....	.....	.....	.....	41,500 00		
Vermont		.....	.....	.....	.....	7,000 00		
Virginia:								
Second district	42,500 00							
Fourth district	30,500 00							
Sixth district	30,300 00							
		.....	.....	.....	.....	103,300 00		
West Virginia		.....	.....	.....	.....	20,000 00		
Wisconsin:								
First district	23,300 00							
Second district	8,500 00							
Sixth district	9,000 00							
		.....	.....	.....	.....	40,800 00		
							$1,850,000 00	$1,975,000 00
Salaries and Expenses of Agents and Subordinate Officers of Internal Revenue—								
Salaries and expenses of agents and surveyors, fees and expenses of gaugers, salaries of storekeepers, and miscellaneous expenses		.....	R. S.	53	321	.....	2,300,000 00	2,300,000 00
		.....	R. S.	154	827			
		.....	R. S.	157	833			
		.....	R. S.	604	3152			
		.....	R. S.	604	3153			
		.....	R. S.	605	3157			
		.....	R. S.	613	3192			
		.....	R. S.	614	3197			
		.....	R. S.	616	3208			
		.....	R. S.	624	3238			
		.....	R. S.	630	3264			
		.....	R. S.	631	3267			
		.....	R. S.	642	3312			
		.....	R. S.	652	3341			
		.....	R. S.	659	3369			
		.....	R. S.	674	3427			
		Mar. 3, 1875	18	352	1			
		Aug. 15, 1876	19	152	1			
		June 9, 1878	20	187	1			
		Mar. 1, 1879	20	327	1–23			
		June 21, 1879	21	27	1			
		Dec. 20, 1879	21	59	1, 2			
		May 28, 1880	21	145–50	1–19			
		Mar. 3, 1883	22	543	1			
Total Internal Revenue		.....	.....	.....	.....	.....	4,150,000 00	4,275,000 00
Total Treasury Department		.....	.....	.....	.....	.....	9,388,437 55	9,244,844 75
WAR DEPARTMENT.								
OFFICE OF THE SECRETARY.								
Salaries, Office of Secretary of War—								
Secretary		.....	R. S.	35	214	$8,000 00		
		June 20, 1874	18	99	1			
		Mar. 3, 1883	22	550	1			
Chief clerk, (increase of $250 submitted)		.....	R. S.	35	215	3,000 00		
		June 20, 1874	18	99	1			
		Mar. 3, 1883	22	550	1			

NOTE.—The duties of the chief clerk of the War Department are as responsible and arduous as those of the assistant secretaries of the other Executive Departments, and his compensation should be at least $3,000, which is the amount paid the chief clerk of the Treasury Department.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Secretary of War—Continued.							
Disbursing-clerk, (increase of $500 submitted)	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	35 99 550	215 1 1	$2,500 00		
NOTE.—The office of disbursing-clerk was created and the salary fixed by the act of March 3, 1853, (10 Stats., 211,) when the civil force of the Department numbered sixty-two of all grades, whose salaries aggregated about $90,000. The civil list of the War Department now numbers about 1,600, with an annual salary total of nearly $2,000,000 and a contingent-fund account approximating $200,000. There are five disbursing-clerks in the Treasury Department, two of whom receive $2,500 each, and in view of the great increase of labor and responsibility devolved upon the disbursing-clerk of this Department his salary should be increased to $2,500.							
Three chiefs of divisions, at $2,400 each, (increase of $400 each submitted)	June 20, 1874 Mar. 3, 1883	18 22	99 550	1 1	7,200 00		
NOTE.—Since January 1, 1876, there have been three chiefs of divisions in the office of the Secretary of War, two at $2,000 each per annum, and one an officer of infantry, who received, including extra pay and allowances, $3,231.96; total for the three, $7,231.96. This continued until June 30, 1882, when Congress repealed the provision for extra pay for the infantry officer, who had previously been relieved from duty in this office. In the legislative, &c., appropriation act of August 5, 1882, a third chief of division was authorized, at $2,000. This estimate for $7,200 for three chiefs of divisions is a more equal division, as well as a reduction from the amount paid the three chiefs prior to July 1, 1882. The present incumbents earn the moderate compensation asked, and no reason is seen why they should not be compensated equally with the chiefs of divisions in the Treasury Department, who receive from $2,400 to $2,700 each.							
Stenographer, (increase of $200 submitted)	June 19, 1878 Mar. 3, 1883	20 22	195 550	1 1	2,000 00		
NOTE.—The position is an arduous one, calling for the services of a stenographer of experience and special ability. The stenographer to the Secretary of the Treasury receives a salary of $2,000, and the stenographer to the Secretary of War should be equally compensated.							
Five clerks of class four	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	27 99 550	167 1 1	9,000 00		
Seven clerks of class three	Same acts				11,200 00		
Nine clerks of class two	.....do.....				12,600 00		
Thirty clerks of class one, (increase of two submitted)	.....do.....				36,000 00		
NOTE.—The stationery division and the division of miscellaneous supplies in the office of the Secretary of War, in which all stationery and supplies purchased from the appropriations for stationery and for contingent expenses are distributed to the ten different bureaus of the War Department, each require the services of a competent book-keeper, and two additional clerks of class one are therefore estimated for.							
Seven clerks, at $1,000 each	June 19, 1878 Mar. 3, 1883	20 22	195 550	1 1	7,000 00		
Carpenter	..... Mar. 3, 1883	R. S. 22	27 550	167–9 1	1,000 00		
Foreman of laborers	Same acts				1,000 00		
Four messengers, at $840 each	.....do.....				3,360 00		
Seven assistant messengers, at $720 each	.....do.....				5,040 00		
Eleven laborers, at $660 each, (increase of three submitted)	.....do.....				7,260 00		
NOTE.—The sundry civil appropriation act of August 7, 1882, (22 Stats., 320,) devolved upon the Secretary of War the distribution of the eleven thousand copies of each volume of the official records of the war of the rebellion without making any provision for the great amount of labor connected therewith. The distribution was placed in charge of the librarian of the Department, but much trouble has been experienced in providing the labor for handling the enormous amount of matter, fifty-five thousand copies having been received and distributed during the last fiscal year. The legislation requiring the purchase of stationery and miscellaneous supplies in the office of the Secretary of War and the distribution of the same has also greatly increased the labor in this office, and it is absolutely necessary that three additional laborers be provided.							
One hostler	.....do.....				600 00		
Two hostlers, at $540 each	.....do.....				1,080 00		
One watchman	.....do.....				540 00		
						$118,380 00	$111,850 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
OFFICE OF THE ADJUTANT-GENERAL.							
Salaries, Office of Adjutant-General—							
Chief clerk	.....	R. S.	35	215	$2,000 00		
	June 20, 1874	18	100	1			
	Mar. 3, 1883	22	550	1			
Twenty-four clerks of class four	.....	R. S.	27	167	43,200 00		
	June 20, 1874	18	100	1			
	Mar. 3, 1883	22	550	1			
Thirty-five clerks of class three	Same acts				56,000 00		
Sixty-seven clerks of class two	do				93,800 00		
Three hundred and fifty-three clerks of class one	do				423,600 00		
Sixteen clerks, at $1,000 each	June 19, 1878	20	195	1	16,000 00		
	Mar. 3, 1883	22	550	1			
Five messengers, at $840 each	.....	R. S.	27	167	4,200 00		
	June 20, 1874	18	100	1			
	Mar. 3, 1883	22	550	1			
Fifty-one assistant messengers, at $720 each	Same acts				36,720 00		
Twenty watchmen, at $720 each	do				14,400 00		
Three laborers, at $660 each	do				1,980 00		
And not less than two hundred clerks in the office of the Adjutant-General shall be exclusively engaged in preparing and making reports to expedite the settlement of pension applications and soldiers' claims.						$691,900 00	$691,900 00
OFFICE OF THE INSPECTOR-GENERAL.							
Salaries, Office of Inspector-General—							
One clerk of class four	.....	R. S.	27	167	1,800 00		
	June 20, 1874	18	100	1			
	Mar. 3, 1883	22	550	1			
One clerk of class one	.....	R. S.	27	167	1,200 00		
	Aug. 5, 1882	22	238	1			
	Mar. 3, 1883	22	550	1			
One assistant messenger	.....	R. S.	27	167	720 00		
	June 20, 1874	18	100	1			
	Mar. 3, 1883	22	550	1			
						3,720 00	3,720 00
BUREAU OF MILITARY JUSTICE.							
Salaries, Office of Military Justice—							
Chief clerk, (increase of $200 submitted)	.....	R. S.	35	215	2,000 00		
	June 20, 1874	18	101	1			
	Mar. 3, 1883	22	550	1			
NOTE.—Section 215 of the Revised Statutes fixes the salary of the chief clerk of this office at $2,000, but only $1,800 was appropriated for the present fiscal year. The rate fixed by law is the basis of the estimate.							
One clerk of class four	Submitted				1,800 00		
Two clerks of class three	.....	R. S.	27	167	3,200 00		
	June 20, 1874	18	101	1			
	Mar. 3, 1883	22	550	1			
One clerk of class two	Submitted				1,400 00		
Four clerks of class one	.....	R. S.	27	167	4,800 00		
	June 20, 1874	18	101	1			
	Mar. 3, 1883	22	550	1			
One messenger	Same acts				840 00		
One assistant messenger	.....	R. S.	27	167	720 00		
	Mar. 3, 1883	22	550	1			
NOTE.—The Judge-Advocate General submitted an estimate amounting to $17,260, which included, in addition to the above, one clerk at $1,000, one copyist at $900, and one laborer at $600. The Secretary of War, upon consideration of the subject, has omitted these three items, and the estimate is accordingly reduced to $14,760.						14,760 00	13,260 00
SIGNAL SERVICE.							
Salaries, Signal Office—							
Two clerks of class four	.....	R. S.	27	167	3,600 00		
	June 20, 1874	18	101	1			
	Mar. 3, 1883	22	550	1			
Three clerks of class one	Same acts				3,600 00		
One clerk	.....	R. S.	27	167–9	1,000 00		
	Aug. 5, 1882	22	238	1			
	Mar. 3, 1883	22	550	1			
One messenger	Same acts				840 00		
One assistant messenger	do				720 00		
One messenger	do				480 00		
One laborer	do				420 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Signal Office—Continued.							
The following scientific experts, clerks, draughtsmen, copyists, mechanics, laborers, and others:							
One professor..... $4,500							
One professor..... 2,000							
Three computers, at $1,800 each..... 5,400							
One computer..... 1,700							
Two clerks of class three..... 3,200							
One lithographer..... 1,500							
Two clerks of class two..... 2,800							
Two clerks of class one..... 2,400							
Two clerks, at $1,000 each..... 2,000							
One proof-reader..... 960							
Four copyists, at $900 each 3,600							
One stable-man..... 480	Aug. 5, 1882	22	239	1	$40,000 00		
One engineer.. 480	Mar. 3, 1883	22	550	1			
Five press-boys, at an average of $336 each.. 1,680							
One stitcher and folder 300							
One telephone-operator 240							
One scrubber..... 156							
For temporary employment of assistant messengers, laborers, and mechanics, the number of which will be contingent upon the work necessary, as they may have to be employed, the compensation to be $60 or less per month..... 6,604							
Five clerks of class three	Submitted	.....	.....	.....	8,000 00		
Twenty clerks of class two.....	.....do.....	.....	.....	.....	28,000 00		
Twenty-five clerks of class one.....	.....do.....	.....	.....	.....	30,000 00		
						$116,660 00	$50,660 00

NOTE.—An increased force of fifty men is now imperatively needed for the cotton-belt work, frost-warnings, and the operation and repair of telegraph lines, since the enlisted force of the Army is not now (since act March 3, 1883) available for any of that work; and it is recommended that, instead of increasing the enlisted force, fifty additional clerks be authorized for employment at the central office. This will relieve this number of enlisted men from signal service, and permit the assignment of a corresponding number to station-work. It is believed that such of the older men of this service as are entitled to discharge and appointment as a reward for long and meritorious service will have no difficulty in securing these places through the civil-service examinations. The statement of the number of persons employed, and the amount paid to each from the $40,000 during the fiscal year ending June 30, 1883, prepared in accordance with the requirement of the act of August 5, 1882, (22 Stats., 239,) will be found in Appendix "O."

OFFICE OF THE QUARTERMASTER-GENERAL.

Salaries, Office of Quartermaster-General—

Chief clerk	.....	R. S.	35	215	2,000 00	
	June 20, 1874	18	100	1		
	Mar. 3, 1883	22	551	1		
Seven clerks of class four.....	.....	R. S.	27	167	12,600 00	
	June 20, 1874	18	100	1		
	Mar. 3, 1883	22	551	1		
Ten clerks of class three, (increase of one submitted)	Same acts.....	.....	.....	.....	16,000 00	

NOTE.—The clerk of class three additional estimated for is in lieu of the mechanical engineer, at $1,600 per annum, for which no estimate is made.

Twenty-four clerks of class two.....	.....do.....	.....	.....	.....	33,600 00	
Fifty-one clerks of class one.....	.....	R. S.	27	167	61,200 00	
	Aug. 5, 1882	22	239	1		
	Mar. 3, 1883	22	551	1		
Eight clerks, at $1,000 each.....	June 19, 1878	20	195	1	8,000 00	
	Mar. 3, 1883	22	551	1		
Twenty copyists, at $900 each.....	.....	R. S.	27	167	18,000 00	
	June 20, 1874	18	100	1		
	Mar. 3, 1883	22	551	1		
Two messengers, at $840 each.....	.....	R. S.	27	167–9	1,680 00	
	Mar. 3, 1883	22	551	1		
Two assistant messengers, at $720 each.....	Same acts.....	.....	.....	.....	1,440 00	
One female messenger, at $40 per month.....	.....do.....	.....	.....	.....	480 00	
Six laborers, at $660 each.....	.....do.....	.....	.....	.....	3,960 00	
One laborer	.....do.....	.....	.....	.....	225 00	
Two char-women, at $180 each, (increase of $20 submitted)..	.....do.....	.....	.....	.....	360 00	

NOTE.—It is recommended that two char-women, at $180 each, be allowed, instead of one female laborer, at $240, and one char-woman, at $100, as appropriated for the fiscal year ending June 30, 1884.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Quartermaster-General—Continued.							
One engineer	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	27 100 551	167–9 1 1	$1,200 00		
One fireman	Same acts				720 00		
Five watchmen, at $720 each	do				3,600 00		
One draughtsman	Mar. 3, 1875 Mar. 3, 1883	18 22	360 551	1 1	1,800 00		
Superintendent of building	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	27 100 551	167–9 1 1	250 00		
For the following clerks and others, to be employed by the Quartermaster-General in the investigation of claims for settlement by the Treasury Department, under the act of July 4, 1864:							
One clerk of class four	..... Aug. 5, 1882 Mar. 3, 1883	R. S. 22 22	27 239 551	167–9 1 1	1,800 00		
Two clerks of class three	Same acts				3,200 00		
Four clerks of class two	do				5,600 00		
Eleven clerks of class one	do				13,200 00		
Two clerks, at $1,000 each	do				2,000 00		
Eleven copyists, at $900 each	do				9,900 00		
Three assistant messengers, at $720 each	do				2,160 00		
One watchman	do				720 00		
Twenty-five agents, at $1,400 each	do				35,000 00		
						$240,695 00	$240,675 00
Compensation and Expenses of Agents, Quartermaster's Department—							
Per diem of agents while travelling on duty, not exceeding $3 per day each, and for actual necessary expenses for transportation	Aug. 5, 1882 Mar. 3, 1883	22 22	239 551	1 1	.....	30,000 00	30,000 00
NOTE.—This estimate is for clerks and others employed under the Quartermaster-General in the investigation of claims for settlement by the Treasury Department under the act of July 4, 1864. By acts of August 5, 1882, and March 3, 1883—legislative, executive, and judicial acts—they were specifically appropriated for, and as the necessity exists for their continuance in the service, this estimate is made.							
OFFICE OF THE COMMISSARY-GENERAL.							
Salaries, Office of Commissary-General—							
Chief clerk	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	35 100 551	215 1 1	2,000 00		
One clerk of class four	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	27 100 551	167 1 1	1,800 00		
Three clerks of class three	Same acts				4,800 00		
Four clerks of class two	do				5,600 00		
Fourteen clerks of class one	do				16,800 00		
Nine clerks, at $1,000 each	June 19, 1878 Mar. 3, 1883	20 22	195 551	1 1	9,000 00		
One assistant messenger	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	27 100 551	167 1 1	720 00		
Two watchmen, at $720 each	Same acts				1,440 00		
Two laborers, at $660 each	do				1,320 00		
Superintendent of building	Mar. 3, 1875 Mar. 3, 1883	18 22	416 551	1 1	250 00		
						43,730 00	43,730 00
NOTE.—The foregoing estimate, amounting to $43,730, is based upon the present number (37) of clerks, messengers, watchmen, and laborers, as authorized by the legislative, executive, and judicial appropriation acts of August 5, 1882, and March 3, 1883. A reorganization of the clerical and other force of this office has been urged by the Commissary-General of Subsistence since the year 1877. It is recommended that the thirty-seven employés above estimated for may be regraded as follows, viz: One chief clerk; two clerks of class four; three clerks of class three; four clerks of class two; eleven clerks of class one; ten clerks of $1,000 each; one messenger, $840; one assistant messenger, $720; two watchmen, and two laborers. This reorganization will be more equitable than the present arrangement, and will entail an increased expense of only $40. It will give a principal messenger in place of a messenger that has for many years past been detailed from the Adjutant-General's Office for duty in this office. The salary of the superintendent of the building is inserted at this place in accordance with the supposed desire of the Appropriation Committees, as evidenced by the clause of the appropriation act of March 3, 1883, which makes appropriation for salaries in this office for the fiscal year 1884.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
OFFICE OF THE SURGEON-GENERAL.							
Salaries, Office of Surgeon-General—							
Chief clerk	.....	R. S.	35	215	$2,000 00		
	June 20, 1874	18	100	1			
	Mar. 3, 1883	22	551	1			
Twenty-four clerks of class four	.....	R. S.	27	167	43,200 00		
	June 20, 1874	18	100	1			
	Mar. 3, 1883	22	551	1			
Thirty-two clerks of class three	Same acts	.....	.....	.....	51,200 00		
Sixty-two clerks of class two	.....do.....	.....	.....	.....	86,800 00		
One hundred and seventy-three clerks of class one	.....do.....	.....	.....	.....	207,600 00		
One hundred and nine clerks, at $1,000 each	June 19, 1878	20	195	1	109,000 00		
	Mar. 3, 1883	22	551	1			
One anatomist at Army Medical Museum	.....	R. S.	27	167–9	1,600 00		
	June 20, 1874	18	100	1			
	Mar. 3, 1883	22	551	1			
One engineer in division of records and museum	Same acts	.....	.....	.....	1,400 00		
One skilled mechanic	Submitted	.....	.....	.....	1,200 00		
NOTE.—There is sufficient work to be performed in this office in repairs of all kinds, and in making necessary cases, shelving, and other labor of like character, to keep a mechanic constantly engaged, and it will be economical to employ one in this manner.							
Eighteen assistant messengers, at $720 each	.....	R. S.	27	167–9	12,960 00		
	Aug. 5, 1882	22	239	1			
	Mar. 3, 1883	22	551	1			
One messenger-boy	Same acts	.....	.....	.....	360 00		
Eight watchmen, at $720 each	.....do.....	.....	.....	.....	5,760 00		
Two superintendents of buildings, at $250 each	.....do.....	.....	.....	.....	500 00		
Fifteen laborers, at $660 each	.....do.....	.....	.....	.....	9,900 00		
And not less than three hundred of the clerks in the Surgeon-General's Office shall be exclusively engaged in preparing and making reports to expedite the settlement of pension applications called for by the Commissioner of Pensions.						$533,480 00	$532,280 00
OFFICE OF THE CHIEF OF ORDNANCE.							
Salaries, Office of Chief of Ordnance—							
Chief clerk	.....	R. S.	35	215	2,000 00		
	June 20, 1874	18	101	1			
	Mar. 3, 1883	22	551	1			
Three clerks of class four	.....	R. S.	27	167	5,400 00		
	June 20, 1874	18	101	1			
	Mar. 3, 1883	22	551	1			
Two clerks of class three	Same acts	.....	.....	.....	3,200 00		
Two clerks of class three	Submitted	.....	.....	.....	3,200 00		
Two clerks of class two	.....	R. S.	27	167	2,800 00		
	June 20, 1874	18	101	1			
	Mar. 3, 1883	22	551	1			
Two clerks of class two	Submitted	.....	.....	.....	2,800 00		
Twenty-two clerks of class one	.....	R. S.	27	167	26,400 00		
	June 20, 1874	18	101	1			
	Mar. 3, 1883	22	551	1			
Two clerks, at $1,000 each	June 19, 1878	20	196	1	2,000 00		
	Mar. 3, 1883	22	551	1			
Two messengers, at $840 each	.....	R. S.	27	167	1,680 00		
	June 20, 1874	18	101	1			
	Mar. 3, 1883	22	551	1			
One assistant messenger	.....	R. S.	27	167	720 00		
	Mar. 3, 1883	22	551	1			
One laborer	Same acts	.....	.....	.....	660 00		
						50,860 00	44,860 00
NOTE.—Two clerks of class three and two of class two are asked for in addition to the number now authorized. These clerks are needed to bring up the work of the office, which is still very much behind.							
OFFICE OF THE PAYMASTER-GENERAL.							
Salaries, Office of Paymaster-General—							
Chief clerk	.....	R. S.	35	215	2,000 00		
	June 20, 1874	18	100	1			
	Mar. 3, 1883	22	551	1			
Six clerks of class four	.....	R. S.	27	167	10,800 00		
	June 20, 1874	18	100	1			
	Mar. 3, 1883	22	551	1			
Seven clerks of class three	Same acts	.....	.....	.....	11,200 00		
Twelve clerks of class two	.....do.....	.....	.....	.....	16,800 00		
Nine clerks of class one	.....do.....	.....	.....	.....	10,800 00		
Four clerks, at $1,000 each	June 19, 1878	20	196	1	4,000 00		
	Mar. 3, 1883	22	551	1			

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Paymaster-General—Continued.							
Superintendent of building	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	35 100 551	215 1 1	$250 00		
One assistant messenger	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	27 100 551	167 1 1	720 00		
Seven watchmen, at $720 each	Same acts				5,040 00		
Five laborers, at $660 each	do				3,300 00		
						$64,910 00	$64,910 00
OFFICE OF THE CHIEF OF ENGINEERS.							
Salaries, Office of Chief of Engineers— Chief clerk	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	35 100 552	215 1 1	2,000 00		
Four clerks of class four	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	27 100 552	167 1 1	7,200 00		
Two clerks of class three	Same acts				3,200 00		
Three clerks of class two	do				4,200 00		
Three clerks of class one	do				3,600 00		
One clerk	June 19, 1878 Mar. 3, 1883	20 22	196 552	1 1	1,000 00		
One assistant messenger	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	27 100 552	167 1 1	720 00		
Two laborers, at $660 each	Same acts				1,320 00		
And the services of skilled draughtsmen, civil engineers, and such other services as the Secretary of War may deem necessary, may be employed in the office of the Chief of Engineers, to carry into effect the various appropriations for rivers and harbors, fortifications, and surveys of military defences, to be paid for from such appropriations: *Provided*, That the expenditures on this account for the fiscal year ending June thirtieth, eighteen hundred and eighty-five, shall not exceed seventy-five thousand dollars.						23,240 00	23,240 00
NOTE.—A statement of the number of persons employed and the amount paid to each during the fiscal year ending June 30, 1883, will be found in Appendix "P."							
OFFICE OF PUBLICATION OF RECORDS OF THE REBELLION.							
Salaries, Office of Publication of Records of the Rebellion— One agent	..... Aug. 5, 1882 Mar. 3, 1883	R. S. 22 22	27 240 552	167–9 1 1	2,000 00		
Two clerks of class four	Same acts				3,600 00		
Two clerks of class three	do				3,200 00		
One clerk of class two	do				1,400 00		
Two clerks of class one, (in lieu of two clerks, at $1,000, as now allowed; increase of $400 submitted)	do				2,400 00		
Two copy-holders, at $900 each	do				1,800 00		
Six copyists, at $900 each	do				5,400 00		
One foreman of printing	do				1,600 00		
One pressman	do				1,200 00		
Five compositors, at $1,000 each	do				5,000 00		
Two assistant messengers, at $720 each	do				1,440 00		
Two watchmen, at $720 each	do				1,440 00		
One laborer	do				600 00		
						31,080 00	37,880 00
BUILDING CORNER SEVENTEENTH AND F STREETS.							
Salaries of Superintendent, &c., Building corner of Seventeenth and F streets— Superintendent	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	35 101 552	215 1 1	250 00		
Engineer	Aug. 5, 1882 Mar. 3, 1883	22 22	242 552	1 1	1,000 00		
Four watchmen, at $720 each	..... June 20, 1874 Mar. 3, 1883	R. S. 18 22	27 101 552	167 1 1	2,880 00		
Two laborers, at $660 each	Same acts				1,320 00		
One laborer	..... Aug. 5, 1882 Mar. 3, 1883	R. S. 22 22	27 242 552	167 1 1	480 00		
Conductor of elevator, (estimate for elevator submitted under the title "Public buildings and grounds in and around Washington," *post*)	Submitted				720 00		
						6,650 00	5,930 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
OFFICE OF SUPERINTENDENT, STATE, WAR, AND NAVY DEPARTMENT BUILDING.							
Salaries, Office of Superintendent, State, War, and Navy Department Building—							
One clerk of class one	..... / Mar. 3, 1883	R. S. / 22	27 / 553	167,'9 / 1	$1,200 00		
One chief engineer	Same acts				1,200 00		
Six assistant engineers, at $1,000 each	do				6,000 00		
One captain of the watch	do				1,200 00		
Two lieutenants of the watch, at $840 each	do				1,680 00		
Forty-five watchmen, at $720 each	do				32,400 00		
One machinist	do				900 00		
One skilled laborer	do				720 00		
One skilled laborer, (see note 1)	Submitted				720 00		
Seventeen firemen, at $720 each	..... / Mar. 3, 1883	R. S. / 22	27 / 553	167,'9 / 1	12,240 00		
Four conductors of elevators, at $720 each	Same acts				2,880 00		
Two conductors of elevators, at $720 each, (see note 2)	Submitted				1,440 00		
Sixteen laborers, at $660 each	..... / Mar. 3, 1883	R. R. / 22	27 / 553	167,'9 / 1	10,560 00		
One laborer	Same acts				600 00		
Fifty-four char-women, at $180 each	do				9,720 00		
						$83,460 00	$82,300 00

NOTE 1.—For the steady employment of a practical mason and plasterer, for repointing seams of granite-work, repairing flooring, boiler-furnaces, &c., restoring damaged walls, and doing other necessary work to prevent decay, there being sufficient to keep one man of this kind employed daily the year round, and thus avoid the periodical employment of outside contractors.

NOTE 2.—In place of two assistant conductors, at $500 per annum, as appropriated for March 3, 1883. The elevators are sources of danger to human life if handled by incompetent persons, and the duties of assistant being precisely those of conductor, it is not possible to engage the services of desirable persons at a salary of $500 per annum.

Fuel, Lights, &c., State, War, and Navy Department Building—							
Fuel, lights, repairs, and miscellaneous items	Appropriated..	22	553	1	.....	36,106 00	34,000 00

NOTE.—This includes estimated cost ($1,721) of introducing a steam-pump and fire apparatus in south wing, there being no appliances whatever for extinguishing fire in that part of the building; also, the item $385, estimated cost of painting iron-work of roof and a portion of the roof itself, on east wing, this work being very badly needed.

MISCELLANEOUS.

Stationery for War Department—							
Stationery for the War Department and its bureaus	Appropriated..	22	552	1	.....	30,000 00	30,000 00
Contingent Expenses, War Department—							
For contingent expenses of the office of the Secretary of War and the bureaus, buildings, (except the War-Department building,) and officers of the War Department; purchase of professional books, law-books, blank books, pamphlets, newspapers, maps, furniture, carpets, matting, oil-cloth, file-cases, towels, ice, brooms, soap, sponges, fuel, gas, and heating apparatus; telegraphing, freight and express charges, repairs to buildings, and furniture, and for other absolutely necessary expenses	Appropriated..	22	552	1	.....	67,000 00	58,000 00

NOTE.—$60,120 was appropriated by the act of March 3, 1883, (22 Stats., p. 552,) for contingent expenses of the War Department and bureaus, including the salaries of one clerk of class two and one assistant messenger. These two items are now embraced in the estimate "Salaries, office of Secretary of War," which leaves $58,000 for contingent expenses, exclusive of books, periodicals, furniture, and incidental expenses of the Signal Office in this city, for which $3,500 was allowed in the appropriation "Observation and report of storms," in the sundry-civil appropriation act of March 3, 1883, (22 Stats., pp. 615 and 616.) The estimate of the Chief Signal Officer for contingent expenses of the Signal Office in Washington for the fiscal year 1885 is $9,000, which increases the above estimate to $67,000, against $61,500 allowed for the present year.

Rent of Buildings, War Department—

For rent of buildings for use of the War Department, as follows:

Adjutant-General's Office	$4,100 00
Signal Office	7,000 00
Quartermaster-General's Office	10,000 00
Commissary-General's Office	4,500 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Rent of Buildings, War Department—Continued.							
For rent of buildings for use of War Department—*Continued.*							
Surgeon-General's Office $9,700 00							
Paymaster-General's Office 3,600 00							
Chief of Engineer's Office 1,600 00							
Rebellion Records Office 1,200 00	Appropriated ..	22	552	1	.....	$41,700 00	$40,100 00
NOTE.—Notice has been served upon the Commissary-General of Subsistence by Henry Lewis, administrator, that the rent of the building occupied as the office of the Commissary-General of Subsistence will be $4,500 for the fiscal year ending June 30, 1885, and $4,500 is now estimated, instead of $2,500, as allowed, for the fiscal year ending June 30, 1884. A list of all the buildings rented in Washington for use of the bureaus of the War Department, with the annual rent of the same, prepared in accordance with the provisions of the act of March 3, 1883, (22 Stats., 552,) will be found in Appendix "H."							
Postage, War Department—							
Purchase of official postage-stamps for the War Department and its bureaus	Appropriated ..	22	563	2	.....	120,000 00	140,000 00
Postage to Postal-Union Countries—							
Postage-stamps for the War Department and its bureaus, as required under the Postal Union to prepay postage on matter addressed to Postal-Union countries	Appropriated ..	22	552	1	.....	3,000 00	3,000 00
PUBLIC BUILDINGS AND GROUNDS.							
Salaries of Employés, Public Buildings and Grounds under Chief of Engineers—							
One clerk, (increase of $200 recommended)	.....	R. S.	319	1799	$1,600 00		
	Appropriated ..	22	552,'3	1			
NOTE.—The necessity for this and the following increases is set forth in the report of the officer in charge of public buildings and grounds, in Appendix "Q."							
One messenger	.....do.....	.....	.....	.....	840 00		
One public gardener, (increase of $200 recommended)	.....do.....	.....	.....	.....	1,800 00		
NOTE.—See Appendix "Q."							
Overseer, draughtsman, foreman, and laborers employed on the public grounds, (increase of $4,000 recommended)	.....do.....	.....	.....	.....	30,000 00		
NOTE.—See Appendix "Q."							
Two draw-keepers at the navy-yard and upper bridges, at $720 each	.....do.....	.....	.....	.....	1,440 00		
One watchman in Franklin square	.....do.....	.....	.....	.....	660 00		
One watchman in Lafayette square	.....do.....	.....	.....	.....	660 00		
Two day-watchmen in Smithsonian grounds, at $660 each ..	.....do.....	.....	.....	.....	1,320 00		
Two night-watchmen in Smithsonian grounds, at $720 each	.....do.....	.....	.....	.....	1,440 00		
One watchman for Judiciary square	.....do.....	.....	.....	.....	660 00		
One watchman for Lincoln square and adjacent reservations	.....do.....	.....	.....	.....	660 00		
One watchman for Iowa circle	.....do.....	.....	.....	.....	660 00		
One watchman for Fourteenth-street (Thomas) circle and neighboring reservations	.....do.....	.....	.....	.....	660 00		
One watchman for Rawlins square and Washington circle ..	.....do.....	.....	.....	.....	660 00		
One watchman for McPherson and Farragut squares	.....do.....	.....	.....	.....	660 00		
One watchman for Stanton place and neighboring reservations	.....do.....	.....	.....	.....	660 00		
Two day-watchmen for Armory square and reservations east to Botanic Gardens, at $660 each, (one additional recommended)	.....do.....	.....	.....	.....	1,320 00		
NOTE.—See Appendix "Q."							
One night-watchman for Armory square and reservations east to Botanic Gardens	Submitted	.....	.....	.....	720 00		
NOTE.—See Appendix "Q."							
One watchman for Mount Vernon square and adjacent reservations	.....	R. S.	319	1799	660 00		
	Appropriated ..	22	553	1			
One watchman for greenhouses at the nursery	Submitted	.....	.....	.....	660 00		
NOTE.—See Appendix "Q."							
One bridge-keeper at Chain bridge	.....	R. S.	319	1799	660 00		
	Appropriated ..	22	553	1			
One watchman for Du Pont circle	Submitted	.....	.....	.....	660 00		
NOTE.—See Appendix "Q."						49,060 00	41,960 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Contingent Expenses, Public Buildings and Grounds under Chief of Engineers—							
Contingent and incidental expenses	Appropriated	22	553	1		$500 00	$500 00
Rent of Office, Public Buildings and Grounds—							
Rent of office	Appropriated	22	553	1		900 00	900 00
NOTE.—The estimate of the Secretary of War for "Printing and binding," under section 2, act of May 8, 1872, (R. S., 720, sec. 3661,) will be found under the title of "Miscellaneous," *post.*							
Total War Department						2,401,791 00	2,325,655 00
NAVY DEPARTMENT.							
OFFICE OF THE SECRETARY.							
Salaries, Office of Secretary of the Navy—							
Secretary	.....	R. S.	70	415	$8,000 00		
	Mar. 3, 1883	22	553	1			
Chief clerk	.....	R. S.	70	416	2,500 00		
	Mar. 3, 1883	22	553	1			
Disbursing-clerk	Same acts				2,250 00		
Four clerks of class four	.....	R. S.	27	167,'9	7,200 00		
	Aug. 5, 1882	22	243,'5	1			
	Mar. 3, 1883	22	553,'4	1			
Three clerks of class three	Same acts				4,800 00		
One stenographer	...do...				1,600 00		
Two clerks of class two	...do...				2,800 00		
Six clerks of class one	...do...				7,200 00		
Four clerks, at $1,000 each	...do...				4,000 00		
One telegraph-operator	...do...				1,000 00		
One carpenter	...do...				1,000 00		
Two messengers, at $840 each	...do...				1,680 00		
Three assistant messengers, at $720 each	...do...				2,160 00		
One messenger-boy	...do...				420 00		
One telegraph messenger-boy	...do...				240 00		
Three laborers, at $660 each	...do...				1,980 00		
One clerk of class two; One laborer — For inspection board	...do...				1,400 00		
	...do...				660 00		
One clerk of class two, for examining and retiring board	...do...				1,400 00		
One clerk of class one; One assistant messenger — In care of library	...do...				1,200 00		
	...do...				720 00		
						$54,210 00	$54,210 00
Contingent Expenses, Office of Secretary of the Navy—							
Stationery, furniture, newspapers, and miscellaneous items	Appropriated	22	555	1		5,000 00	2,200 00
NOTE.—The amounts set opposite the estimates for contingent expenses of the several offices and bureaus of the Navy Department are the respective sums allotted from the appropriation of $11,000 made by the act of March 3, 1883, (22 Stats., p. 555.)							
BUREAU OF YARDS AND DOCKS.							
Salaries, Bureau of Yards and Docks—							
One chief clerk	.....	R. S.	70	416	1,800 00		
	Mar. 3, 1883	22	554	1			
One draughtsman and clerk	Same acts				1,800 00		
One clerk of class four	.....	R. S.	27	167,'9	1,800 00		
	Mar. 3, 1883	22	554	1			
One clerk of class three	Same acts				1,600 00		
One clerk of class two	...do...				1,400 00		
One clerk of class one	...do...				1,200 00		
One clerk	...do...				1,000 00		
One assistant messenger	...do...				720 00		
One laborer	...do...				660 00		
Restoring clerk of class two to pay previously given	Submitted				200 00		
Restoring clerk of class one to pay previously given	...do...				200 00		
Restoring clerk of $1,000 to pay previously given	...do...				200 00		
Restoring messenger to pay previously given	...do...				120 00		
Restoring laborer to pay previously given	...do...				60 00		
						12,760 00	11,980 00
Contingent Expenses, Bureau of Yards and Docks—							
Stationery and miscellaneous items	Appropriated	22	555	1		600 00	528 00
BUREAU OF EQUIPMENT AND RECRUITING.							
Salaries, Bureau of Equipment and Recruiting—							
Chief clerk	.....	R. S.	70	416	1,800 00		
	Mar. 3, 1883	22	554	1			
One clerk of class four	.....	R. S.	27	167	1,800 00		
	Mar. 3, 1883	22	554	1			

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Bureau of Equipment and Recruiting—Continued.							
One clerk of class three	..... Mar. 3, 1883	R. S. 22	27 554	167 1	$1,600 00		
Two clerks of class two	Same acts				2,800 00		
Three clerks of class one	...do...				3,600 00		
Two copyists	...do...				1,800 00		
One assistant messenger	...do...				720 00		
One laborer	...do...				660 00		
						$14,780 00	$14,780 00
Contingent Expenses, Bureau of Equipment and Recruiting—							
Stationery, books, and miscellaneous items	Appropriated..	22	555	1	.....	500 00	440 00
BUREAU OF NAVIGATION.							
Salaries, Bureau of Navigation—							
Chief clerk	..... Mar. 3, 1883	R. S. 22	70 554	416 1	1,800 00		
Two clerks of class three	..... Mar. 3, 1883	R. S. 22	27 554	167 1	3,200 00		
One clerk of class two	Same acts				1,400 00		
Two clerks of class one	...do...				2,400 00		
One copyist	...do...				900 00		
One assistant messenger	...do...				720 00		
Two laborers	...do...				1,320 00		
						11,740 00	11,340 00
NOTE.—It is recommended that in place of the present appropriation of one clerk of third class, two of second class, one of first class, and one at $1,000, there be allowed two clerks of third class, one of second class, and two of first class, as above estimated.							
Contingent Expenses, Bureau of Navigation—							
Contingent expenses	Appropriated..	22	555	1	.....	800 00	704 00
Naval War Records—							
Collating and copying the naval war records:							
One clerk of class one	Submitted				1,200 00		
One clerk	...do...				1,000 00		
Three copyists	...do...				2,700 00		
						4,900 00	
Library, Navy Department—							
Books for Department library	Appropriated..	22	555	1	.....	5,000 00	2,500 00
NAUTICAL ALMANAC OFFICE.							
Salaries, Nautical Almanac Office—							
Salaries of assistants in preparing for publication the American Ephemeris and Nautical Almanac, viz:							
Three assistants, at $1,600 each	Aug. 5, 1882 Mar. 3, 1883	22 22	245 554	1 1	4,800 00		
Two assistants, at $1,400 each	Same acts				2,800 00		
Three assistants, at $1,200 each	...do...				3,600 00		
Two assistants, at $1,000 each	...do...				2,000 00		
One copyist, (see note)	...do...				900 00		
One assistant messenger	...do...				720 00		
One laborer	Submitted				660 00		
NOTE.—Increase of $420 submitted; the copyist performs also the duties of stenographer.							
Pay of computers on piece-work in preparing for publication the American Ephemeris and Nautical Almanac, and improving the tables of the planets	Aug. 5, 1882 Mar. 3, 1883	22 22	245 554	1 1	8,400 00		
						23,880 00	23,000 00
Contingent Expenses, Nautical Almanac Office—							
Stationery, boxes, expressage, books, and miscellaneous items	Appropriated..	22	555	1	.....	400 00	1,320 00
HYDROGRAPHIC OFFICE.							
Salaries, Hydrographic Office—							
Chief of engraving and draughting, $2,400; two clerks of class two; one assistant messenger; and one office attendant, $420	Aug. 5, 1882 Mar. 3, 1883	22 22	245 554	1 1	6,340 00		
Engravers, draughtsmen, copyists, copperplate printers, printers' apprentices, and laborers in the Hydrographic Office	Same acts				32,660 00		
One electrician	Submitted				1,500 00		
						40,500 00	39,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Contingent and Miscellaneous Expenses, Hydrographic Office—							
Purchase of chart-paper, copperplates, printing material, and foreign hydrographic works; photolithographing charts, repairs to printing-presses, and engraving and drawing outside of the Hydrographic Office	Aug. 5, 1882 Mar. 3, 1883	22 22	245 554–5	1 1	$25,500 00		
Purchase of books, office furniture, drawing material, and other stationery; postage, freight, and other contingent expenses	Appropriated	22	555	1	3,000 00		
						$28,500 00	$23,520 00
New Edition Maury's Charts—							
New edition of Maury's wind and current chart	Submitted					10,000 00	
Copperplates, Hydrographic Office—							
Continuing the transfer to copperplates of photolithographic charts	Appropriated Submitted	22	288	1	15,000 00		
Electrotyping copperplates on hand	do				5,000 00		
						20,000 00	
NAVAL OBSERVATORY.							
Salaries, Naval Observatory—							
One assistant astronomer	Aug. 5, 1882 Mar. 3, 1883	22 22	245 554	1 1	1,900 00		
Two assistant astronomers, at $1,700 each, (increase of $200 each submitted)	Same acts				3,400 00		
One clerk of class four	do				1,800 00		
One instrument-maker, (increase of $200 submitted)	do				1,700 00		
Three computers, at $1,200 each	Submitted				3,600 00		
Four watchmen, including one for new Naval Observatory site	Aug. 5, 1882 Mar. 3, 1883	22 22	245 554	1 1	2,880 00		
One skilled laborer	Same acts				1,000 00		
One skilled laborer	do				720 00		
Seven laborers, at $660 each	do				4,620 00		
						21,620 00	17,420 00
Contingent and Miscellaneous Expenses, Naval Observatory—							
Miscellaneous computations	Aug. 5, 1882 Mar. 3, 1883	22 22	245 554–5	1 1	1,200 00		
Purchase of professional books and periodicals for the library	Same acts				1,000 00		
Purchase of apparatus and material for repairs of instruments	do				2,500 00		
Repairs to buildings, for fuel, furniture, gas, chemicals, stationery, freight, postage, and all contingent expenses	do				4,500 00		
Payment to Smithsonian Institution for freight on publications of Observatory sent to foreign countries	do				336 00		
Fence to enclose grounds on north side	Submitted				1,000 00		
Apparatus for setting clock used in transmitting time-signals	do				300 00		
Gas-engine for moving dome of large telescope	do				500 00		
Outfit for lighting buildings by electricity	do				3,000 00		
One transit-circle	do				8,000 00		
						22,336 00	9,436 00
Observations, Transit of Venus—							
Completing reductions of the observations of transit of Venus, (to be expended under direction of Transit of Venus Commission)	Submitted					5,000 00	
BUREAU OF ORDNANCE.							
Salaries, Bureau of Ordnance—							
Chief clerk	R. S. Mar. 3, 1883	R. S. 22	70 555	416 1	1,800 00		
Draughtsman	Same acts				1,800 00		
One clerk of class three	R. S. Mar. 3, 1883	R. S. 22	27 555	167 1	1,600 00		
One clerk of class two	Same acts				1,400 00		
One assistant messenger	do				720 00		
One laborer	do				660 00		
One clerk of class one	Submitted				1,200 00		
One clerk	do				1,000 00		
						10,180 00	7,980 00
NOTE.—The elaboration of ordnance material which has taken place recently (and which is constantly going on) and the amount of correspondence that is incident to the prosecution of work on the new armaments has made an addition to the clerical force of the bureau necessary. The recording of the press-copy books and the indexing of the correspondence is about two years behind.							
Contingent Expenses, Bureau of Ordnance—							
Stationery, books, and miscellaneous items	Appropriated	22	555	1		500 00	352 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
BUREAU OF CONSTRUCTION AND REPAIR.							
Salaries, Bureau of Construction and Repair—							
Chief clerk	.....	R. S.	70	416	$1,800 00		
	Mar. 3, 1883	22	555	1			
Draughtsman	Same acts	.....	.....	.....	1,800 00		
One clerk of class four	.....	R. S.	27	167	1,800 00		
	Mar. 3, 1883	22	555	1			
One clerk of class three	Same acts	.....	.....	.....	1,600 00		
One clerk of class two	.....do	.....	.....	.....	1,400 00		
One assistant draughtsman	.....do	.....	.....	.....	1,400 00		
One clerk of class one	.....do	.....	.....	.....	1,200 00		
One assistant messenger	.....do	.....	.....	.....	720 00		
One laborer	.....do	.....	.....	.....	660 00		
Three draughtsmen, at $1,400 each	Submitted	.....	.....	.....	4,200 00		
One clerk	.....do	.....	.....	.....	1,000 00		
						$17,580 00	$12,380 00
Contingent Expenses, Bureau of Construction and Repair—							
Stationery and miscellaneous items	Appropriated	22	555	1	600 00		
Fitting drawing-room with cases, tools, &c	Submitted	.....	.....	.....	1,000 00		
						1,600 00	352 00
BUREAU OF STEAM-ENGINEERING.							
Salaries, Bureau of Steam-Engineering—							
Chief clerk	.....	R. S.	70	416	1,800 00		
	Mar. 3, 1883	22	555	1			
Chief draughtsman	Same acts	.....	.....	.....	2,250 00		
Assistant draughtsman	.....	R. S.	27	167,'9	1,400 00		
	Mar. 3, 1883	22	555	1			
One clerk of class two	Same acts	.....	.....	.....	1,400 00		
One clerk of class one, (increase of $200 submitted)	.....do	.....	.....	.....	1,400 00		
NOTE.—This submission is eminently just and proper, and should be allowed, as the clerk whose salary it is hereby proposed to raise to $1,400 per annum performs faithfully and well the clerical duties which in the bureaus and Departments receive a salary of from $1,600 to $1,800 per annum.							
One clerk of class one	.....	R. S.	27	167,'9	1,200 00		
	Mar. 3, 1883	22	555	1			
One clerk	Same acts	.....	.....	.....	1,000 00		
One assistant messenger	.....do	.....	.....	.....	720 00		
Two laborers, at $660 each	.....do	.....	.....	.....	1,320 00		
						12,490 00	12,290 00
Contingent Expenses, Bureau of Steam-Engineering—							
Stationery and miscellaneous items	Appropriated	22	555	1	.....	1,500 00	880 00
BUREAU OF PROVISIONS AND CLOTHING.							
Salaries, Bureau of Provisions and Clothing—							
Chief clerk	.....	R. S.	70	416	1,800 00		
	Mar. 3, 1883	22	555	1			
One clerk of class four	.....	R. S.	27	167	1,800 00		
	Mar. 3, 1883	22	555	1			
Two clerks of class three	Same acts	.....	.....	.....	3,200 00		
Two clerks of class two	.....do	.....	.....	.....	2,800 00		
Four clerks of class one	.....do	.....	.....	.....	4,800 00		
Two copyists	.....do	.....	.....	.....	1,800 00		
Messenger	.....do	.....	.....	.....	720 00		
Laborer	.....do	.....	.....	.....	660 00		
One file and blank clerk	Submitted	.....	.....	.....	1,000 00		
						18,580 00	17,580 00
Contingent Expenses, Bureau of Provisions and Clothing—							
Blank books, stationery, and miscellaneous items	Appropriated	22	555	1	600 00		
Furniture, desks, book and file cases, and books for reference	Submitted	.....	.....	.....	500 00		
						1,100 00	352 00
NOTE.—The amount allowed from the appropriation for the Navy Department for the contingent expenses of the bureau is absolutely insufficient to supply its actual requirements, and it is urgently recommended that the amount asked for be appropriated.							
BUREAU OF MEDICINE AND SURGERY.							
Salaries, Bureau of Medicine and Surgery—							
Chief clerk	.....	R. S.	70	416	1,800 00		
	Mar. 3, 1883	22	555	1			
One clerk of class three	.....	R. S.	27	167,'9	1,600 00		
	Aug. 5, 1882	22	244,'6	1			
	Mar. 3, 1883	22	555	1			
One clerk of class two	Same acts	.....	.....	.....	1,400 00		
One clerk of class one	.....do	.....	.....	.....	1,200 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Bureau of Medicine and Surgery—Continued.							
One clerk	.....	R. S.	27	167,'9	$1,000 00		
	Aug. 5, 1882	22	244,'6	1			
	Mar. 3, 1883	22	555	1			
One assistant messenger	Same acts	.....	.....	.....	720 00		
One laborer	do	.....	.....	.....	660 00		
One janitor for naval dispensary	do	.....	.....	.....	600 00		
One assistant chemist for naval dispensary	do	.....	.....	.....	480 00		
						$9,460 00	$9,460 00
Contingent Expenses, Bureau of Medicine and Surgery—							
Stationery and miscellaneous	Appropriated	22	555	1	.....	400 00	352 00
OFFICE OF THE JUDGE-ADVOCATE GENERAL.							
Salaries, Office of Judge-Advocate General, United States Navy—							
One clerk of class three	.....	R. S.	27	167	1,600 00		
	June 8, 1881	21	164	1			
	Mar. 3, 1883	22	555	1			
One clerk of class two	Submitted	.....	.....	.....	1,400 00		
Two clerks of class one	.....	R. S.	27	167	2,400 00		
	June 8, 1881	21	164	1			
	Mar. 3, 1883	22	555	1			
One clerk	Same acts	.....	.....	.....	1,000 00		
One laborer	do	.....	.....	.....	660 00		
						7,060 00	5,660 00
Postage, Navy Department—							
Official postage-stamps for Secretary's office and the bureaus of the Navy Department	Appropriated	22	563	2	.....	2,000 00	2,000 00
NOTE.—The estimate of the Secretary of the Navy for "Printing and binding," under section 2, act of May 8, 1872, (R. S., 720, sec. 3661,) will be found under the title "Miscellaneous," *post.*							
Total Navy Department	.....	.....	.....	.....	.....	364,976 00	282,016 00
DEPARTMENT OF THE INTERIOR.							
OFFICE OF THE SECRETARY.							
Salaries, Office of Secretary of the Interior—							
Secretary of the Interior	.....	R. S.	74	437	8,000 00		
	Mar. 3, 1883	22	555	1			
First Assistant Secretary	.....	R. S.	74	438	4,000 00		
	Mar. 3, 1883	22	555	1			
Second Assistant Secretary	Submitted	.....	.....	.....	4,000 00		
NOTE.—With an aggregate force of three thousand employés, and the variety and increasing volume of subjects being appealed to the Secretary of the Interior, especially relating to the question of patents and land appeals, the estimate for an additional assistant secretary would seem reasonable. Other Departments, with a less volume of work and less variety of interests involved, are much better equipped in relation to the number of their assistant secretaries than this Department; and while the work in other Departments may possibly decrease, the work in this Department must of necessity increase for years to come. It would seem much more advisable to strengthen the staff of the Secretary for the consideration of questions of appeal, &c., rather than to consider the segregation of certain portions of the Department into establishments by themselves.							
Chief clerk	.....	R. S.	74	440	2,500 00		
	Mar. 3, 1883	22	555	1			
Seven chiefs of divisions, one of whom shall be superintendent of documents, (sec. 507, R. S.,) at $2,000 each	Same acts	.....	.....	.....	14,000 00		
Additional to seven chiefs of divisions, at $500 each	Submitted	.....	.....	.....	3,500 00		
NOTE.—I beg to submit to the attention of Congress the propriety and justice of placing the chiefs of divisions in this office on at least an equal footing with those of other Departments. I venture to assume that no chiefs of divisions of other Departments have brought before them more intricate or a greater variety of subjects, or subjects requiring greater care and study than those of this Department. It is a manifest injustice to, and an unfair discrimination against, the seven chiefs of divisions in this office, that they should be paid a less sum than those of equal rank in other Departments.							
One stenographer	June 21, 1879	21	28	2	1,800 00		
	Mar. 3, 1883	22	555	1			
Assistant stenographer	Submitted	.....	.....	.....	1,200 00		
NOTE.—At the last session of Congress an additional clerk, at $1,600, to act as assistant stenographer to the Secretary of the Interior, was appropriated for, but the pressure of business rendered it necessary to assign to a person of that salary other duties, and the Secretary has devolved upon a $900 copyist the duties of assistant stenographer, necessarily laborious and requiring attendance both before and after office-hours. It would seem but fair that this copyist, now performing the duties for $900, and with professional acquirements as stenographer and type-writer, is justly entitled to the increase asked for.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Secretary of the Interior—Continued.							
Secretary to the President to sign land patents	Submitted				$2,000 00		
NOTE.—It is deemed advisable, in the interest of the public service and the proper dispatch of the public business, that this officer should be restored to this Department. The present system of sending all land patents to the Executive Mansion for signature and returning them to the General Land Office is the cause of great delay and annoyance. It is therefore recommended that this office be recreated and the officer located in this Department, as in former years.							
Six clerks of class four	.....	R. S.	27	167	10,800 00		
	Mar. 3, 1883	22	555	1			
One additional clerk of class four, (as assistant chief of document division)	Submitted				1,800 00		
NOTE.—The duties of the chief of document division (or, as now entitled under the law, superintendent of documents) are laborious and intricate, requiring close attention, especially since Congress, by law passed at the last session, has devolved upon this Department the distribution of the large mass of census reports; and there should be in this division an assistant of sufficient qualifications to demand a salary of a clerk of class four, and who shall act as chief in the absence of the superintendent, as is likely to be the case through illness, &c. This assistant would prove of great benefit, especially whenever there is a pressure of business which the superintendent cannot meet alone.							
Seven clerks of class three	.....	R. S.	27	167	11,200 00		
	Mar. 3, 1883	22	555	1			
One additional clerk of class three	Submitted				1,600 00		
NOTE.—To take the place of clerk of class three now detailed from the Pension Office.							
Six clerks of class two	.....	R. S.	27	167	8,400 00		
	Mar. 3, 1883	22	555	1			
Two additional clerks of class two	Submitted				2,800 00		
NOTE.—One additional clerk of this grade is required in the stationery division, and the other is requested in lieu of the one now detailed from the Pension Office, the number of that grade in the Pension Office being reduced by one, the object being in this case, and in all others following, to provide the necessary force for the Secretary's office without making details from subordinate branches, to the end that the Secretary's office may be equipped with a homogeneous force, and not subjected to the loss of time and other annoyances consequent upon being responsible, in part, both to the Secretary and to the head of the bureau whence detailed.							
Eight clerks of class one	.....	R. S.	27	167	9,600 00		
	Mar. 3, 1883	22	555	1			
Two additional clerks of class one	Submitted				2,400 00		
NOTE.—Two additional clerks of this grade are required, one for duty in document division, and the other for duty in finance division.							
One returns-office clerk	.....	R. S.	85	512	1,200 00		
	Mar. 3, 1883	22	555	1			
Nine copyists, at $900 each	.....	R. S.	27	167	8,100 00		
	Mar. 3, 1883	22	555	1			
Five additional copyists, at $900 each	Submitted				4,500 00		
NOTE.—One in place of copyist now detailed from Census Office, one in place of copyist now detailed from General Land Office, one in place of copyist now detailed from Pension Office, and two additional for duty in document division in place of persons now detailed from Census Office and Pension Office.							
One chief messenger	Submitted				1,000 00		
NOTE.—It would be of advantage to the service (and at the same time place it on a footing with the other Departments) to have a chief messenger at the salary asked for, in lieu of the one now on duty at the entrance to the office of the Secretary of the Interior. The position requires a person of more than the ordinary intelligence of messengers in general.							
Three messengers, at $840 each	.....	R. S.	27	167	2,520 00		
	Mar. 3, 1883	22	555	1			
One additional messenger	Submitted				840 00		
NOTE.—In lieu of man now detailed from Pension Office for service of Assistant Secretary.							
Two copyists-messengers, at $840 each	.....do.....				1,680 00		
NOTE.—The two additional copyists-messengers asked for in this grade can perform the duties of messenger and copyist in two divisions of the office in which the services of two messengers and two copyists are absolutely required.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Secretary of the Interior—Continued.							
Seven assistant messengers, at $720 each	..... Mar. 3, 1883	R. S. 22	27 555	167–9 1	$5,040 00		
NOTE.—By reduction of one from appointment division, and increase of one in $840 grade.							
Ten laborers, at $660 each	Same acts	.....	.....	.....	6,600 00		
NOTE.—By reduction of three laborers transferred to office of superintendent of building, and increase of three laborers for duty in stationery division. The Department has for the past five years extended to land officers and Indian agents the benefit of prices made under contract by the Department. The difference in price between these contracts and the open-market purchases, including the cost of transportation, (the purchases being transported, by permission of the Secretary of War, at the contract rates of the Quartermaster-General's Office,) has effected an aggregate saving of about thirty-three per centum. To do the work of receiving, packing, and shipping requires the services of additional labor, such services being now, in the main, performed by laborers detailed from other branches of the service. The remarks made as to the system of details apply in this case.							
One skilled mechanic, (increase of $120 submitted)	.....do.....	.....	.....	.....	840 00		
NOTE.—The character of the work upon which this mechanic is employed is about the same as that upon which the mechanic receiving $900 (transferred to office of superintendent) is engaged, and he should receive the salary recommended.							
Four packers, at $660 each. (decrease of two from $720 to $660, and two additional, at $660 each, submitted)	.....do.....	.....	.....	.....	2,640 00		
Total, office of Secretary						$124,560	
NOTE.—The two additional requested are now on detail from the Census Office, mainly upon labor connected with the distribution of the volumes of the census. The remarks heretofore made as to details apply here. As these four packers are employed on nearly the same work, the two packers at $720 are reduced to $660.							
Office of Assistant Attorney-General:							
One law-clerk	Mar. 3, 1883	22	556	1	2,750 00		
One law-clerk	Aug. 5, 1882 Mar. 3, 1883	22 22	246 556	1 1	2,500 00		
One law-clerk	June 19, 1878 Mar. 3, 1883	20 22	198 556	1 1	2,250 00		
Four clerks, at $2,000 each	June 21, 1879 Mar. 3, 1883	21 22	28 556	1 1	8,000 00		
One clerk of class three, who shall act as stenographer	..... Mar. 3, 1883	R. S. 22	27 556	167.'9 1	1,600 00		
One clerk of class three	Same acts	.....	.....	.....	1,600 00		
Two additional law-clerks, at $2,000 each	Submitted	.....	.....	.....	4,000 00		
Total, office of Assistant Attorney-General						$22,700	
NOTE.—The large increase in the work of this branch, consequent upon numerous appeals from the Commissioner of Patents and the volume of business from the General Land Office, necessitates the addition of at least two law-clerks to the existing force. The appeals from the Land Office cannot be considered by the present force until seven to nine months after they reach the Secretary.							
Office of superintendent:							
Superintendent, in addition to salary as chief clerk	..... Mar. 3, 1883	R. S. 22	74 555	440 1	250 00		
Assistant superintendent	Submitted	.....	.....	.....	1,400 00		
Clerk to superintendent	.....do.....	.....	.....	.....	1,200 00		
One elevator-conductor, (increase of $240 submitted)	..... Mar. 3, 1883	R. S. 22	27 555	167,'9 1	900 00		
NOTE.—By transfer from Secretary's office, and promotion from $660. The person occupying this position is, and should be, a skilled mechanic, familiar with all the parts of the machinery connected with the elevator and the duties devolved on him. There is often necessity for his attendance before and after office-hours.							
One laborer, (by reduction from assistant messenger, at $720, and transfer from Secretary's office)	Same acts	.....	.....	.....	660 00		
NOTE.—This messenger is performing only the duties of the grade of $660, and his salary, at $720, (fixed by inadvertence at the beginning of the last fiscal year,) should be made to correspond with that of others performing like duties.							
One laborer	.....do.....	.....	.....	.....	660 00		
NOTE.—By transfer from Secretary's office, and performing duty only in superintendent's branch.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Secretary of the Interior—Continued.							
One laborer, (increase of $60 submitted)	..... Mar. 3, 1883	R. S. 22	27 555	167,'9 1	$660 00		
NOTE.—By transfer from Secretary's office, and increased from $600. While ostensibly performing duty in the Secretary's office, this laborer is actually employed under the superintendent upon other duties connected with the building. His duties are of the $660 grade.							
Two laborers, (in lieu of men now detailed from the watch,) at $660 each	Submitted	.....	.....	.....	1,320 00		
NOTE.—These watchmen, detailed by necessity from their legitimate duties, are needed upon the watch force, and should be returned thereto, as said force is sufficiently limited without reduction by detail.							
One skilled mechanic, (by transfer from Secretary's office)	..... Mar. 3, 1883	R. S. 22	27 555	167,'9 1	900 00		
One skilled laborer, (by transfer from Secretary's office, and promotion from $720)	Submitted	.....	.....	.....	840 00		
Six firemen, at $720 each	..... Mar. 3, 1883	R. S. 22	27 556	167 1	4,320 00		
Two firemen, at $720 each, (additional)	Submitted	.....	.....	.....	1,440 00		
One locksmith, (by transfer from Patent Office)	.....do.....	.....	.....	.....	900 00		
NOTE.—This locksmith is needed for general service in the Department as much as for the Patent Office, on the rolls of which he is now borne.							
One machinist, (by transfer from Patent Office)	.....do.....	.....	.....	.....	720 00		
NOTE.—Now practically on duty for the whole Department, but subject to the order of a single bureau chief.							
One water-closet attendant, (by transfer from Patent Office, and promotion from $480)	.....do.....	.....	.....	.....	660 00		
One water-closet attendant, (by transfer from General Land Office)	.....do.....	.....	.....	.....	660 00		
NOTE.—These attendants, now attending to the gentlemen's closets in the building, should be under the control of the superintendent of the building, who is held responsible for the proper condition of these closets.							
One attendant ladies' cloak-room, north wing, (by transfer from Patent Office, and promotion from $480)	.....do.....	.....	.....	.....	660 00		
One attendant ladies' cloak-room, south wing, (by transfer from Patent Office, and promotion from $600)	....do.....	.....	.....	.....	660 00		
NOTE.—These should be under the control of the superintendent for the reasons stated as to attendants heretofore.							
One wagon-driver, (by transfer from General Land Office)	.....do.....	.....	.....	.....	660 00		
NOTE.—This driver should be in no wise under the control of the Land Office; should be on duty for the whole Department, and, therefore, should be on Department rolls. These tranfers from the Patent and Land Offices to the office of the superintendent of the building are to take the places of persons already detailed for the duty indicated under the superintendent of the building, and they should be deducted from the estimates of those bureaus from which they are detailed. While on the rolls of those bureaus they have a divided responsibility, and, in order to secure a unified force, it is deemed highly advisable that they should be under the control of the superintendent of the building.							
Four laborers, at $660 each	.....do.....	.....	.....	.....	2,640 00		
NOTE.—These laborers are estimated for in order to attend to the halls, entrances, stairways, and sidewalks. They are absolutely necessary in order to keep these parts of the building and its approaches in a cleanly and sanitary condition. One for each wing of the building.							
One captain of the watch, (increase of $200 submitted)	..... Mar. 3, 1883	R. S. 22	74 555	440 1	1,200 00		
NOTE.—It is submitted that the duties of the captain of the watch in this Department are fully as onerous and require as much responsibility as those performed by the captain of the watch of the Treasury Department. The estimate is submitted as a matter of justice, and to remove the unfair discrimination existing between him and the captains of the watch of other Departments.							
Two lieutenants of the watch, at $840 each, (increase of $60 each submitted)	..... Mar. 3, 1881 Mar. 3, 1883	R. S. 21 22	27 406 556	167 1 1	1,800 00		
Thirty-eight watchmen, at $720 each	..... Mar. 3, 1883	R. S. 22	27 556	167–9 1	27,360 00		
One engineer	Same acts	.....	.....	.....	1,200 00		
One assistant engineer	.....do.....	.....	.....	.....	1,000 00		
Total, office of superintendent.....$54,670							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Salaries, Office of Secretary of the Interior—Continued.							
Office of the custodian:							
Custodian, (increase of $200 submitted).....	Mar. 3, 1883	22	555	1	$1,800 00		
NOTE.—This officer is charged with large responsibilities, and, under the law of last session, required to give bond for the faithful performance thereof. His responsibilities are at least equal to those of an assistant chief of division, and the increase asked for is deemed but just.							
One assistant custodian.....	Submitted	.....	.....	.....	1,400 00		
One book-keeper.....	Mar. 3, 1883	22	555	1	1,200 00		
One assistant messenger	Submitted	.....	.....	.....	720 00		
NOTE.—By decrease of number of assistant messengers in Secretary's office.							
One laborer	.....do.....	.....	.....	.....	660 00		
Total, office of custodian.....$5,780							
NOTE.—The services of this laborer must be appropriated for, or some one detailed from another branch of the Department to perform the duty, as the manual labor connected with the reception and distribution of the miscellaneous supplies for the whole Department cannot be performed by the assistant messenger alone.							
Board of Pension Appeals:							
Three members of the Board of Pension Appeals, at $2,000 each.....	Submitted	.....	.....	.....	6,000 00		
One stenographer and type-writer.....	.....do.....	.....	.....	.....	900 00		
One copyist	.....do.....	.....	.....	.....	720 00		
One messenger	.....do.....	.....	.....	.....	480 00		
Total $8,100						$215,810 00	$159,810 00
NOTE.—The two last named to take the place of persons now detailed from the Pension Office and office of the Secretary. The great number of appeals from the decision of the Commissioner of Pensions to the Secretary rendered it necessary that some provision should be made for an examination in the Secretary's office. Two clerks were detailed from the Pension Office and one chief of division from the Secretary's office to examine such appeal cases. It is very apparent that this board ought to be independent of the Pension Office, in order that it might be free to act on the cases presented to it for revision. The chief of division detailed from the Secretary's office is needed elsewhere. Two of the board should be lawyers and one a physician.							
Contingent Expenses, Department of the Interior—							
Furniture, carpets, lumber, hardware, advertising, telegraphing, expressage, ice, wagons and harness, food and shoeing for horses, car-tickets, diagrams, awnings, constructing model-cases, portfolios for drawings, file-holders, cases for library, repairs of cases and furniture, and other absolutely necessary expenses, including fuel and lights and heating apparatus, (increase submitted, $39,000)	Appropriated..	22	558	1	.....	140,000 00	101,000 00
NOTE.—The total aggregate amount appropriated for contingencies of the various bureaus prior to the consolidation ordered by Congress last session was $125,600, but the appropriaton for fuel and lights and repair of heating apparatus, while transferred by *title* to the consolidated sum appropriated for the consolidated contingencies, the sum previously appropriated for those objects was not included in the consolidated contingent; therefore the contingent fund for this year is less than the total amount of contingencies appropriated last year for the various bureaus, and for fuel and lights, and repair of heating apparatus, by about $50,000, and the increase asked for will be barely sufficient to meet the expenditures under this head; consequently, a deficiency in the present year is unavoidable. I therefore hope that the estimated amount will be appropriated, to relieve the Department and its several branches from embarrassment and to prevent a deficiency being necessitated or asked for in the next fiscal year.							
Stationery, Department of the Interior—							
Stationery for the Department of the Interior, and its several bureaus and offices	Appropriated..	22	558	1	.....	66,500 00	60,000 00
NOTE.—The stationery for the Geological Survey Office is now purchased out of the appropriation for the "Geological Survey;" but, in accordance with the request of the Director, the sum of $1,500 has been included in the above estimate, in order that the supplies may be purchased under the Department contracts and furnished to that office, as they now are to the other offices of the Department.							
Rent of Buildings, Department of the Interior—							
Rent of buildings for the bureaus and offices of the Department of the Interior, as follows:							
Building northwest corner of Eighth and F streets, northwest, for use of custodian	Appropriated..	22	558	1	360 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Rent of Buildings, Department of the Interior—Continued.							
Building northeast corner of Eighth and G streets, northwest, for use of Education	Appropriated..	22	558	1	$6,000 00		
Building northeast corner of Seventh and E streets, northwest, Pension and Geological Survey	...do...	...	...	...	2,500 00		
Rent of suitable offices for the use of the Geological Survey	...do...	...	...	...	7,500 00		
Building southwest corner of Thirteenth and E streets, northwest, Pension Office	...do...	...	...	...	16,000 00		
Building northeast corner of Twelfth street and Pennsylvania avenue, northwest, Pension Office	...do...	...	...	...	19,000 00		
Buildings 409, 411, and 413 Twelfth street, northwest, Pension Office	...do...	...	...	...	2,160 00		
Building 508, Eleventh street, northwest, Pension Office	...do...	...	...	...	600 00		
Second National Bank building, Seventh street, northwest, Census Office	...do...	...	...	...	5,500 00		
					$59,620 00		$48,760 00
NOTE.—For statement of buildings rented by the Interior Department, see Appendix "H."							
Library, Department of the Interior—							
New books and books to complete broken sets	Appropriated..	22	558	1	...	500 00	500 00
Postage, Department of the Interior—							
Postage-stamps for the use of the Department of the Interior and its several bureaus and offices	Appropriated..	22	563	2	...	40,000 00	28,000 00
Postage to Postal-Union Countries, Department of the Interior—							
Postage-stamps to prepay postage on matter addressed to Postal-Union countries	Appropriated..	22	559	1	...	8,000 00	5,000 00
NOTE.—The estimate of the Secretary of the Interior for "Printing and binding," under section 2, act of May 8, 1872, (R. S., 720, sec. 3661,) will be found under the title of "Miscellaneous," *post.*							
GENERAL LAND OFFICE.							
Salaries, General Land Office—							
Commissioner of the General Land Office, (increase of $1,000 submitted)	... / Mar. 3, 1883	R. S. 76 / 22	446 / 556	1 / 1	5,000 00		
NOTE.—The increase is submitted because the present salary is not commensurate with the duties and responsibilities of the office; also, on account of the unprecedented increase during the last two fiscal years (by seventy-five per centum greater than the fiscal year ended June 30, 1881) in the disposal of the public domain, and consequent increase in the duties of the Commissioner.							
Assistant Commissioner	Submitted.....	...	...	...	3,000 00		
NOTE.—This estimate is submitted in view of the magnitude of the business devolved upon this office and the complicated character of the duties of the Commissioner under the various laws now constituting the public-land system. The office should be created with a view of dividing the labors and responsibilities of the office of the Commissioner as it now stands.							
Chief clerk, (increase of $250 submitted)	... / Mar. 3, 1883	R. S. 74 / 22	440 / 556	1 / 1	2,500 00		
NOTE.—The chief clerk is required by law to act as Commissioner, in case of vacancy or of the absence or sickness of that officer, and must be fully competent to take charge and control of the bureau at all times. It may be added that the duties of this office are unusually intricate, complex, and arduous, and fully deserve the salary herein estimated.							
Law-clerk, (increase of $500 submitted)	Mar. 3, 1875 / Mar. 3, 1883	18 / 22	364 / 556	1 / 1	2,500 00		
NOTE.—The law-clerk must be thoroughly conversant with land law and practice, as well as with the usages and practice of the Department, and be able to grasp and summarize at once the various questions involved in land contests and the construction of the statutes, and to present the same in proper form for the consideration and action of the head of the bureau and the chiefs of divisions. The compensation estimated for is moderate, considering the nature of the work and the qualifications required.							
Assistant law-clerk	Submitted.....	...	...	...	2,100 00		
NOTE.—The duties of the assistant law-clerk are the same as those of the law-clerk, and equal qualifications are required. The work devolved upon the law-clerks is greater than one person can dispose of.							
Three inspectors of surveyors-general and district land offices, at an annual compensation of $2,500 each, (increase of $1,500 submitted—$500 each)	Aug. 5, 1882 / Mar. 3, 1883	22 / 22	241 / 556	1 / 1	7,500 00		
NOTE.—The compensation ($2,000 each) provided for the above officers by the act of August 5, 1882, is inadequate to the character of the work required, as the inspectors must be well versed in the laws governing the land system as well as possessing an intimate knowledge of the practice and routine of the Department, this office, and the subordinate offices.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, General Land Office—Continued.							
Recorder	.....	R. S.	76	447	$2,000 00		
	Mar. 3, 1883	22	556	1			
Three principal clerks, as chiefs of divisions of "public lands," "private-land claims," and "public surveys," at $2,000 per annum each, (increase of $200 each submitted)	.....	R. S.	76	447–9	6,000 00		
	Mar. 3, 1883	22	556	1			
Seven chiefs of divisions, (railroads, pre-emptions, swamp-land, accounts, minerals, special service, and draughting,) at $2,000 each per annum	Submitted				14,000 00		
NOTE.—The chiefs of divisions have respectively exclusive charge of a particular class of work and of the clerical force employed upon it. They must know the rules of the whole office and the laws governing the whole land system, the relations of the classes being so intermixed as frequently to involve nearly the whole of them in the consideration of a single case. No higher service is performed by the subordinate officers of any Department, not excepting the Treasury, where the salaries range from $2,250 to $2,750. Until this aid is given to the bureau, no Commissioner can perform with satisfaction or justice to the people or United States the responsible labors of the land service. The salaries submitted will afford a fair remuneration for the services performed. The number of chiefs asked for corresponds to the necessary division of work in the office. The duties of the chiefs of divisions, except those of the recorder and three principal clerks, who are the only chiefs of divisions specially provided for by law, are performed by fourth-class clerks.							
Two examiners, at salaries of $2,000 each	Submitted				4,000 00		
NOTE.—The examiners above estimated for are occupied in reading carefully and critically the decisions and letters prepared in the office before receiving the signature of the Commissioner. They must, of necessity, be familiar with general legal principles, the numerous laws governing the disposal of public lands, the decisions of State and Federal courts, and rulings and decisions of this office and the Department. It becomes their duty not to pass any letter or decision for signature unless they are satisfied that the letter or decision is correct in principle and in conformity to decisions theretofore made and the laws governing that class of cases. Should the letter or decision not meet with their approval, it is their duty to submit it with a brief of their views thereon. These duties are now performed by two fourth-class clerks.							
Thirty-eight clerks of class four, (increase of five submitted)	.....	R. S.	27	167	68,400 00		
	Mar. 3, 1883	22	556	1			
Sixty-six clerks of class three, (increase of twenty submitted)	Same acts				105,600 00		
Seventy-seven clerks of class two, (increase of twenty submitted)	do				107,800 00		
Seventy-eight clerks of class one, (increase of twenty submitted)	do				93,600 00		
Fifty-seven clerks, at $1,000 each, (increase of ten submitted)	Aug. 5, 1882	22	247	1	57,000 00		
	Mar. 3, 1883	22	556	1			
Sixty-nine copyists, at $900 each, (increase of fifteen submitted)	.....	R. S.	27	167	62,100 00		
	Mar. 3, 1883	22	556	1			
One messenger	.....	R. S.	27	167	840 00		
	Submitted						
Eight assistant messengers, at $720 each	.....	R. S.	27	167–9	5,760 00		
	Mar. 3, 1883	22	556	1			
Six packers, at $720 each	Same acts				4,320 00		
Twelve laborers, at $660 each	do				7,920 00		
						$561,940 00	$417,650 00
NOTE.—The increase in the number of clerks recommended, of all grades, aggregate 100. The force included in the foregoing estimate will prove barely sufficient to keep up the current business and bring up the arrears of work in the office. The office is in daily receipt of numerous letters from parties having business before it complaining of the long delay in the adjustment of their matters, but with the present force it is impossible to do better. In some divisions the work is over twelve months in arrears. The disposal of public lands for the fiscal year ended June 30, 1882, was fifty per centum greater than that for the previous year, and for the fiscal year ended June 30, 1883, about twenty-five per centum greater than that for the fiscal year ended June 30, 1882, making an increase of seventy-five per centum within the past two fiscal years. The thirty additional clerks provided for by the act of March 3, 1881, were mostly assigned to the "special service" division, which has charge of the examination of the reports of all agents engaged in investigating trespasses upon the public timber and lands and fraudulent land entries. Should the grades of assistant law-clerk, seven chiefs of divisions, and two examiners be not provided for, the number of fourth-class clerks herein estimated for should be increased to forty-eight.							
Expenses of Inspectors, General Land Office—							
For the actual expenses of inspectors while on duty, and clerks detailed to investigate fraudulent land entries, trespasses on the public lands, and cases of official misconduct	Appropriated	22	556	1		10,000 00	10,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Library, General Land Office—							
For law-books for the law library of the General Land Office	Appropriated	22	556	1		$1,000 00	$1,000 00
Maps of the United States—							
For connected and separate United States and other maps prepared in the General Land Office	Appropriated	22	556	1		6,000 00	6,000 00
OFFICE OF THE COMMISSIONER OF INDIAN AFFAIRS.							
Salaries, Office of Commissioner of Indian Affairs—							
Commissioner	.....	R. S.	78	462	$4,000 00		
	Mar. 3, 1883	22	556	1			
Assistant Commissioner	Submitted	.....	.....	.....	3,500 00		
Chief clerk, (increase of $500 submitted)	.....	R. S.	74	440	2,500 00		
	Mar. 3, 1883	22	556	1			
Chief of finance division	June 15, 1880	21	231	1	2,000 00		
	Mar. 3, 1883	22	556	1			
Chief of land division	Aug. 5, 1882	22	247	1	2,000 00		
	Mar. 3, 1883	22	556	1			
Chief of accounts division, (in lieu of clerk of class four; increase of $200 submitted)	.....	R. S.	27	167–9	2,000 00		
	Mar. 3, 1883	22	556	1			
Chief of education division	Submitted	.....	.....	.....	2,000 00		
Principal book-keeper	Mar. 3, 1881	21	407	1	1,800 00		
	Mar. 3, 1883	22	556	1			
One clerk of class four, to take charge of receiving and shipping goods at New York and San Francisco	Submitted	.....	.....	.....	1,800 00		
Chief of civilization division	do	.....	.....	.....	1,800 00		
Chief of file division	do	.....	.....	.....	1,800 00		
Two clerks of class four, (reduction of one, as above)	.....	R. S.	27	167	3,600 00		
	Mar. 3, 1883	22	556	1			
Two clerks of class four	Submitted	.....	.....	.....	3,600 00		
Nine clerks of class three	.....	R. S.	27	167	14,400 00		
	Mar. 3, 1883	22	556	1			
Three clerks of class three	Submitted	.....	.....	.....	4,800 00		
One stenographer	.....	R. S.	27	167–9	1,600 00		
	Mar. 3, 1883	22	556	1			
Fourteen clerks of class two	Same acts	.....	.....	.....	19,600 00		
One draughtsman, (increase of $200 submitted)	do	.....	.....	.....	1,600 00		
Four clerks of class two	Submitted	.....	.....	.....	5,600 00		
Eight clerks of class one	.....	R. S.	27	167	9,600 00		
	Mar. 3, 1883	22	556	1			
Ten clerks, at $1,000 each	June 19, 1878	20	199	1	10,000 00		
	Mar. 3, 1883	22	556	1			
Three clerks, at $1,000 each	Submitted	.....	.....	.....	3,000 00		
Fourteen copyists, at $900 each	.....	R. S.	27	167	12,600 00		
	Mar. 3, 1883	22	556	1			
One messenger	Same acts	.....	.....	.....	840 00		
One assistant messenger	do	.....	.....	.....	720 00		
One assistant messenger	Submitted	.....	.....	.....	720 00		
One laborer	.....	R. S.	27	167	660 00		
	Mar. 3, 1883	22	556	1			
One laborer	Submitted	.....	.....	.....	660 00		
						118,800 00	88,620 00
OFFICE OF THE COMMISSIONER OF PENSIONS.							
Salaries, Office of Commissioner of Pensions—							
Commissioner of Pensions	.....	R. S.	79	470	5,000 00		
	Mar. 3, 1881	21	408	1			
	Mar. 3, 1883	22	556	1			
First Deputy Commissioner of Pensions	Mar. 3, 1881	21	408	1	3,600 00		
	Mar. 3, 1883	22	556	1			
Second Deputy Commissioner of Pensions	.....	R. S.	79	472	3,600 00		
	Aug. 5, 1882	22	247	1			
	Mar. 3, 1883	22	556	1			
Chief clerk	.....	R. S.	74	440	2,500 00		
	Aug. 5, 1882	22	247	1			
	Mar. 3, 1883	22	556	1			
Assistant chief clerk	Aug. 5, 1882	22	247	1	2,000 00		
	Mar. 3, 1883	22	556	1			
Medical referee	.....	R. S.	928	4776	2,500 00		
	Aug. 5, 1882	22	247	1			
	Mar. 3, 1883	22	556	1			
Assistant medical referee	Aug. 5, 1882	22	247	1	2,250 00		
	Mar. 3, 1883	22	556	1			
Two qualified surgeons, who shall be experts in their profession, at $2,000 each	.....	R. S.	928	4776	4,000 00		
	Aug. 5, 1882	22	247	1			
	Mar. 3, 1883	22	556	1			

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Commissioner of Pensions—Continued.							
Eighteen medical examiners, who shall be surgeons of education, skill, and experience in their profession, at $1,800 each	Aug. 5, 1882 Mar. 3, 1883	22 22	247,'8 556	1 1	$32,400 00		
Seven chiefs of divisions, (review board, special examination, eastern, middle, western, southern, and old war,) at $2,000 each, (increase of $500 each submitted	Aug. 5, 1882 Mar. 3, 1883	22 22	248 556	1 1	17,500 00		
Five chiefs of divisions, (record, mail, agents, miscellaneous, and certificate and accounts,) at $2,000 each, (increase of $250 each submitted)	do				11,250 00		
One law-clerk	do				2,000 00		
One private secretary and stenographer to Commissioner	Submitted				1,800 00		
Thirty-five principal examiners for review board, at $2,000 each	Mar. 3, 1881 Mar. 3, 1883	21 22	408 556	1 1	70,000 00		
Increase, ten principal examiners, at $2,000 each	Submitted				20,000 00		
Fourteen assistant chiefs of divisions, (review board, special examination, eastern, middle, western, southern, and old war,) at $1,800 each, (increase of $200 each submitted)	Aug. 5, 1882 Mar. 3, 1883	22 22	248 556	1 1	28,000 00		
Ten assistant chiefs of divisions, (record, mail, agents, miscellaneous, and certificates and accounts,) at $1,800 each	do				18,000 00		
Sixty-five clerks of class four	R. S. Mar. 3, 1883	27 22	167,'9 556	1 1	117,000 00		
Ninety-five clerks of class three—91 males and 4 females	Same acts				152,000 00		
Three hundred and ninety clerks of class two—378 males and 12 females	do				546,000 00		
Three hundred and fifty-eight clerks of class one, (a reduction of forty)—330 males and 28 females	do				429,600 00		
Ninety-five clerks of class $1,000, (a reduction of one hundred and thirty)—30 males and 65 females	do				95,000 00		
Seventy-five copyists, at $900 each, (a reduction of seventy-five)—10 males and 65 females	do				67,500 00		
One superintendent of buildings	do				1,400 00		
Two engineers, at $1,200 each	do				2,400 00		
Three skilled mechanics, at $1,000 each	Submitted				3,000 00		
Six firemen, at $720 each	do				4,320 00		
Twenty messengers, at $840 each	R. S. Mar. 3, 1883	27 22	167,'9 556	1 1	16,800 00		
Twenty-five watchmen, at $720 each	Same acts				18,000 00		
Twenty messenger-boys, at $400 each	do				8,000 00		
Twenty-five laborers, at $660 each	do				16,500 00		
Five char-women, at $400 each	Submitted				2,000 00		
						$1,705,920 00	$1,941,550 00
NOTE.—The foregoing estimate contains a further reduction of forty copyists, at $720 each.							
Investigation of Pension Cases, Office of Commissioner of Pensions—							
For per diem, when absent from home on duty, for special examiners or other persons employed in the Pension Office, detailed for the purpose of making special investigations of matters pertaining to the Pension Bureau, in lieu of expenses for subsistence, not exceeding $3 per day, and for actual and necessary expenses for transportation and assistance	Appropriated	22	557	1		300,000 00	*200,000 00
OFFICE OF THE COMMISSIONER OF PATENTS.							
Salaries, Office of Commissioner of Patents—							
Commissioner	R. S. Mar. 3, 1883	80 22	476,'7 557	1 1	4,500 00		
Assistant Commissioner, (increase of $1,000 submitted)	Same acts				4,000 00		
Three examiners-in-chief, at $3,600 each, (increase of $600 each submitted)	do				10,800 00		
Chief clerk, (increase of $250 submitted)	R. S. Mar. 3, 1883	75 22	440 557	1 1	2,500 00		
Examiner of interferences, (increase of $500 submitted)	Same acts				3,000 00		
Twenty-eight principal examiners, (increase of three,) one of whom may be designated as examiner of designs, and one as examiner of trade-marks, at $3,000 each, (increase of $600 each submitted)	do				84,000 00		
Twenty-nine first assistant examiners, (increase of three,) at $2,000 each, (increase of $200 each submitted)	do				58,000 00		
Twenty-nine second assistant examiners, (increase of three,) at $1,600 each	do				46,400 00		
Twenty-nine third assistant examiners, (increase of three,) at $1,400 each	do				40,600 00		
Twenty-eight fourth assistant examiners, (increase of three,) at $1,200 each	Aug. 5, 1882 Mar. 3, 1883	22 22	248 557	1 1	33,600 00		
One financial clerk, at $2,500, (increase of $500 submitted)	Mar. 3, 1875 June 19, 1878 Mar. 3, 1883	18 20 22	365 200 557	1 1 1	2,500 00		

*In addition to the unexpended balance of the appropriation for the fiscal year ending June 30, 1883, which balance was $128,363.92.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Commissioner of Patents—Continued.							
One librarian	..... Mar. 3, 1883	R. S. 22	75 557	440 1	$2,000 00		
Three chiefs of divisions, at $2,000 each	Mar. 3, 1881 Mar. 3, 1883	21 22	408 557	1 1	6,000 00		
Three assistant chiefs of divisions, at $1,800 each	Aug. 5, 1882 Mar. 3, 1883	22 22	248 557	1 1	5,400 00		
One application clerk, at $2,000, (in lieu of one clerk of class four)	..... Mar. 3, 1883 Submitted.....	R. S. 22	27 557	167 1	2,000 00		
One clerk of class four, (a reduction of one, as above)	..... Mar. 3, 1883	R. S. 22	27 557	167 1	1,800 00		
One machinist	..... Mar. 3, 1883	R. S. 22	75 557	440 1	1,600 00		
Seven clerks of class three, (two of whom shall be translators of languages,) an increase of three submitted	..... Mar. 3, 1883	R. S. 22	27 557	167 1	11,200 00		
One stenographer	Submitted.....	.....	.....	.....	1,600 00		
Twenty clerks of class two, (increase of five submitted)	..... Mar. 3, 1883	R. S. 22	27 557	167 1	28,000 00		
Fifty clerks of class one, (increase of five submitted)	Same acts.....	.....	.....	.....	60,000 00		
Twenty-eight examiners' clerks, at $1,200 each	Submitted.....	.....	.....	.....	33,600 00		
One skilled laborer	..... Mar. 3, 1883	R. S. 22	75 557	440 1	1,200 00		
Four skilled draughtsmen, at $1,200 each	Same acts.....	.....	.....	.....	4,800 00		
Three draughtsmen, at $1,000 each	Mar. 3, 1881 Mar. 3, 1883	21 22	408 557	1 1	3,000 00		
One messenger and property clerk, (increase of $200 submitted)	..... Mar. 3, 1883	R. S. 22	75 557	440 1	1,200 00		
One messenger	Submitted.....	.....	.....	.....	1,000 00		
Five model attendants, at $1,000 each	..... Mar. 3, 1883	R. S. 22	75 557	440 1	5,000 00		
Ten model attendants, at $900 each, (increase of $100 each submitted)	Same acts.....	.....	.....	.....	9,000 00		
Thirty-two permanent clerks, at $1,000 each	June 19, 1878 Mar. 3, 1883	20 22	199 557	1 1	32,000 00		
Seventy-five copyists, (six of whom may be copyists of drawings,) at $900 each	.... Mar. 3, 1883	R. S. R. S. 22	27 75 557	167 440 1	67,500 00		
Fifty skilled laborers, (four of whom may be copyists of drawings,) at $720 each, (increase of one submitted)	..... Mar. 3, 1883	R. S. 22	27 557	167–9 1	36,000 00		
Forty-five laborers, at $600 each, (increase of five submitted)	Same acts.....	.....	.....	.....	27,000 00		
Twenty-five laborers, at $480 each	.....do.....	.....	.....	.....	12,000 00		
Twenty laborers, at $360 each, (increase of five submitted)	.....do.....	.....	.....	.....	7,200 00		
						$650,000 00	$537,230 00
Scientific Library, Office of Commissioner of Patents—							
Purchase of books for the scientific library of the Patent Office	..... Mar. 3, 1883	R. S. 22	81 557	486 1	.....	5,000 00	5,000 00
Official Gazette, Office of Commissioner of Patents—							
Photo-lithographing or otherwise producing plates for the Official Gazette	Appropriated..	22	557	1	.....	42,000 00	35,000 00
Photolithographing Current Issues and Exhausted Copies, Office of Commissioner of Patents—							
Photolithographing or otherwise producing copies of drawings of the weekly issues of patents, for producing copies of designs, trade-marks, and pending applications, and for the reproduction of exhausted copies; said photo-lithographing or otherwise producing plates and copies referred to in this and the preceding paragraph to be done under the supervision of the Commissioner of Patents, and in the city of Washington, if it can there be done at reasonable rates; and the Commissioner of Patents, under the direction of the Secretary of the Interior, shall be authorized to make contracts therefor	Appropriated..	22	557	1	.....	85,000 00	80,000 00
Foreign Exchanges, Office of Commissioner of Patents—							
Expenses of transporting publications of patents issued by the Patent Office to foreign governments	Submitted.....	.....	.....	.....	.....	2,000 00	
Public Use or Sale of Inventions, Office of Commissioner of Patents—							
Investigating the question of the public use or sale of inventions for two years or more prior to filing applications for patents	Submitted.....	.....	.....	.....	.....	1,000 00	

NOTE.—In explanation of the foregoing estimates of the Commissioner of Patents, see Appendix "R."

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
BUREAU OF EDUCATION.							
Salaries, Bureau of Education—							
Commissioner of Education	..... Mar. 3, 1883	R. S. 22	85 557	517 1	$3,000 00		
Chief clerk	..... Mar. 3, 1883	R. S. 22	75 557	440 1	1,800 00		
Increase, (see note)	..... Submitted	R. S.	75	440	200 00		
Collector and compiler of statistics	Aug. 5, 1882 Mar. 3, 1883	22 22	249 557	1 1	2,400 00		
One statistician	..... Mar. 3, 1883	R. S. 22	75 557	440 1	1,800 00		
Two clerks of class four	..... Mar. 3, 1883	R. S. 22	27 557	167 1	3,600 00		
Two clerks of class four	Submitted	.....	.....	.....	3,600 00		
One translator	..... Mar. 3, 1883	R. S. 22	75 557	440 1	1,600 00		
Two clerks of class three	..... Mar. 3, 1883	R. S. 22	27 557	167 1	3,200 00		
Two clerks of class three	Submitted	.....	.....	.....	3,200 00		
Four clerks of class two	..... Mar. 3, 1883	R. S. 22	27 557	167 1	5,600 00		
Six clerks of class one	Same acts	.....	.....	.....	7,200 00		
One engineer and skilled laborer	Submitted	.....	.....	.....	1,200 00		
Two clerks, at $1,000 each	Aug. 5, 1882 Mar. 3, 1883	22 22	249 557	1 1	2,000 00		
Seven copyists, at $900 each	..... Mar. 3, 1883	R. S. 22	27 557	167 1	6,300 00		
One copyist	Submitted	.....	.....	.....	900 00		
Two copyists, at $800 each	..... Mar. 3, 1883	R. S. 22	27 557,'8	167–9 1	1,600 00		
One copyist	Submitted	.....	.....	.....	800 00		
One copyist	..... Mar. 3, 1883	R. S. 22	27 557,'8	167–9 1	720 00		
One assistant messenger	Same acts	.....	.....	.....	720 00		
Three watchmen, at $720 each	Submitted	.....	.....	.....	2,160 00		
Two laborers, at $660 each	..... Mar. 3, 1883	R. S. 22	27 557,'8	167–9 1	1,320 00		
Two laborers, at $480 each	Same acts	.....	.....	.....	960 00		
One laborer	.....do.....	.....	.....	.....	400 00		
One laborer	.....do.....	.....	.....	.....	360 00		
						$56,640 00	$44,580 00
NOTE.—The Revised Statutes (p. 75, sec. 440) allows this officer a salary of $2,000 per annum.							
Library, Bureau of Education—							
Books for library	Appropriated ..	22	558	1	1,000 00		
Current educational periodicals	.....do.....	.....	.....	.....	250 00		
Other current publications	.....do.....	.....	.....	.....	225 00		
Completing valuable sets of periodicals	.....do.....	.....	.....	.....	200 00		
						1,675 00	1,675 00
Collecting Statistics, Bureau of Education—							
Collecting statistics and writing and compiling matter for annual and special reports, and editing and publishing circulars of information, (see note)	Appropriated ..	22	558	1	2,200 00		
Additional for same purpose	Submitted	.....	.....	.....	17,800 00		
NOTE.—Act of March 3, 1881, appropriated $15,000.						20,000 00	2,200 00
Distributing Documents, Bureau of Education—							
For the distribution and exchange of educational documents, and for wrapping, directing, tying, and packing the same, and for the collection, exchange and loan, cataloguing, and caring for the collection of educational apparatus and appliances, articles of school-furniture, and models of school-buildings, illustrative of foreign and domestic systems and methods of education, and for repairing the same, (see note)	Appropriated ..	22	558	1	2,000 00		
Additional for the same purpose	Submitted	.....	.....	.....	5,000 00		
NOTE.—Act of March 3, 1881, appropriated $6,000.						7,000 00	2,000 00
OFFICE OF THE COMMISSIONER OF RAILROADS.							
Salaries, Office of Commissioner of Railroads—							
Commissioner, (increase of $500 submitted)	June 19, 1878 Mar. 3, 1883	20 22	169,'70 558	2 1	5,000 00		
Book-keeper	Same acts	.....	.....	.....	2,400 00		
Assistant book-keeper	.....do.....	.....	.....	.....	2,000 00		
Engineer	June 21, 1879 Mar. 3, 1883	21 22	29 558	2 1	2,500 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Commissioner of Railroads—Continued.							
One clerk	June 19, 1878 / Mar. 3, 1883	20 / 22	170 / 558	2 / 1	$1,600 00		
One copyist, (increase of $100 submitted)	June 19, 1878 / Mar. 3, 1883	20 / 22	170 / 558	2 / 1	1,000 00		
One assistant messenger	June 15, 1880 / Mar. 3, 1883	21 / 22	233 / 558	1 / 1	720 00		
						$15,220 00	$14,620 00
Travelling Expenses, Office of Commissioner of Railroads— For the examination of books and accounts of certain subsidized and land-grant railroad companies, and inspecting roads, shops, machinery, and equipment of the same; and from and after the passage of this act, where persons are required in the performance of their duties in this connection to travel from one place to another, they may be allowed not exceeding five dollars per day for hotel and other expenses, which per diem shall be in lieu of all expenses now authorized by law, exclusive of transportation and sleeping-car fares	Appropriated	22	558	1		3,000 00	3,000 00
Books and Book-Cases, Office of Commissioner of Railroads—							
Books and book-cases for library	Aug. 5, 1882 / Submitted	22	250	1		500 00	
OFFICE OF THE GEOLOGICAL SURVEY.							
Salaries, Office of Geological Survey—							
Director	Mar. 3, 1879 / Mar. 3, 1883	20 / 22	394 / 558	1 / 1	6,000 00		
Chief clerk	Aug. 5, 1882 / Mar. 3, 1883	22 / 22	250 / 558	1 / 1	2,200 00		
Chief disbursing-clerk	Same acts				2,200 00		
Librarian	do				2,000 00		
One photographer	do				1,800 00		
One assistant photographer	do				900 00		
One assistant photographer	do				720 00		
One assistant photographer	do				480 00		
*One clerk	Submitted				1,400 00		
Two clerks, at $1,200 each	Aug. 5, 1882 / Mar. 3, 1883	22 / 22	250 / 558	1 / 1	2,400 00		
One clerk	Same acts				1,000 00		
Five clerks, (*one submitted,) at $900 each	do				4,500 00		
Five copyists, (*one submitted,) at $720 each	do				3,600 00		
One watchman	do				840 00		
Four watchmen, at $600 each	do				2,400 00		
One janitor	do				600 00		
Four messengers, at $480 each	do				1,920 00		
Field force:							
Five geologists, at $4,000 each	Aug. 7, 1882 / Mar. 3, 1883	22 / 22	329 / 624,'5	1 / 1	20,000 00		
Two geologists, at $3,000 each	Same acts				6,000 00		
One geologist	do				2,700 00		
Two geologists, at $2,400 each	do				4,800 00		
Two geologists, at $2,000 each	do				4,000 00		
One paleontologist	do				4,000 00		
One paleontologist	do				2,000 00		
One chemist	do				3,000 00		
One chemist	do				2,000 00		
One chief geographer	do				2,700 00		
Three geographers	do				7,500 00		
Three topographers	do				6,000 00		
One executive officer	Aug. 5, 1882 / Mar. 3, 1883	22 / 22	250 / 558	1 / 1	3,000 00		
*One general assistant	Submitted				3,000 00		
						105,660 00	99,640 00
OFFICE OF THE ARCHITECT OF THE CAPITOL.							
Salaries, Office of Architect of the Capitol—							
Architect	Mar. 3, 1883	22	558	1	4,500 00		
One clerk of class four	... / Mar. 3, 1883	R. S. / 22	27 / 558	167–9 / 1	1,800 00		
One draughtsman	Same acts				1,800 00		
One assistant messenger	do				720 00		
Compensation to disbursing-clerk	Mar. 3, 1879 / Mar. 3, 1883	20 / 22	391 / 558	1 / 1	1,000 00		
Under Architect of the Capitol:							
Person in charge of heating apparatus of the Congressional Library and Supreme Court	Mar. 3, 1877 / Mar. 3, 1883	19 / 22	298 / 558	1 / 1	864 00		

*Temporarily employed under authority of sundry civil act of March 3, 1883, (22 Stats., page 624.)

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Office of Architect of the Capitol—Continued.							
Laborer in charge of water-closet in central portion of the Capitol	Mar. 3, 1877 Mar. 3, 1883	19 22	298 558	1 1	$660 00		
Three laborers for cleaning rotunda, corridors, and dome, at $660 each	Same acts				1,980 00		
Six watchmen, employed on the Capitol grounds, at $720 each	June 20, 1878 Mar. 3, 1883	20 22	237 558	1 1	4,320 00		
						$17,644 00	$17,644 00
Total Department of the Interior						4,246,429 00	3,910,479 00
PUBLIC LANDS.							
OFFICE OF SURVEYOR-GENERAL OF ARIZONA.							
Salaries, Office of Surveyor-General of Arizona—							
Surveyor-general, (increase of $500 submitted)	..... Mar. 3, 1883	R. S. 22	389 560	2210 1	3,000 00		
Clerks in his office	..... Appropriated..	R. S. 22	391 560	2226 1	5,500 00		
						$8,500 00	$5,500 00
NOTE.—The $5,500 estimated for clerk-hire in the surveyor-general's office is for the office-work on public-land surveys, of which an increased amount is being made every year; also, for securing copies and obtaining records of private-land grants.							
OFFICE OF SURVEYOR-GENERAL OF CALIFORNIA.							
Salaries, Office of Surveyor-General of California—							
Surveyor-general, (increase of $250 submitted)	..... Mar. 3, 1883	R. S. 22	389 559	2210 1	3,000 00		
Clerks in his office	..... Appropriated..	R. S. 22	391 559	2226 1	35,000 00		
						38,000 00	35,000 00
NOTE.—The $35,000 for clerk-hire is to cover the expense of regular office-work, estimated at $20,000; office-work in arrears, $10,000; and $5,000 for completing the reproduction, &c., of the original Spanish archives.							
OFFICE OF SURVEYOR-GENERAL OF COLORADO.							
Salaries, Office of Surveyor-General of Colorado—							
Surveyor-general, (increase of $500 submitted)	..... Mar. 3, 1883	R. S. 22	389 559	2210 1	3,000 00		
Clerks in his office	..... Appropriated..	R. S. 22	391 559	2226 1	7,800 00		
						10,800 00	9,000 00
NOTE.—The $7,800 estimated for clerk-hire is for five employés, viz., chief clerk, $1,800; two draughtsmen, at $1,500 each; and two transcribing-clerks, at $1,500 each; said force being actually required for the current office-work.							
OFFICE OF SURVEYOR-GENERAL OF DAKOTA.							
Salaries, Office of Surveyor-General of Dakota—							
Surveyor-general	..... Mar. 3, 1883	R. S. 22	388 559	2208 1	2,500 00		
Clerks in his office	..... Appropriated..	R. S. 22	391 559	2226 1	12,900 00		
						15,400 00	11,400 00
NOTE.—The estimate of $12,900 for clerk-hire is for chief clerk, at $1,800; chief draughtsman, at $1,500; and six assistant clerks, at $1,200 each; making $10,500; also, $2,400 for additional clerk-hire attendant upon surveys of exterior and standard lines west of Missouri river and within the present Sioux reservation, expected to be relinquished.							
OFFICE OF SURVEYOR-GENERAL OF FLORIDA.							
Salaries, Office of Surveyor-General of Florida—							
Surveyor-general, (increase of $200 submitted)	..... Mar. 3, 1883	R. S. 22	388 559	2208 1	2,000 00		
Clerks in his office	..... Appropriated..	R. S. 22	391 559	2226 1	5,400 00		
						7,400 00	4,800 00
NOTE.—The $5,400 estimated for clerk-hire is for chief clerk, at $1,600; draughtsman, at $1,400; one transcribing-clerk, at $1,200; and one translator, at $1,200. A large amount of office-work is in arrears, and there are many old Spanish official documents on file in the surveyor-general's office which should be translated without further delay, while they can be read.							
OFFICE OF SURVEYOR-GENERAL OF IDAHO.							
Salaries, Office of Surveyor-General of Idaho—							
Surveyor-general, (increase of $500 submitted)	..... Mar. 3, 1883	R. S. 22	389 559	2210 1	3,000 00		
Clerks in his office	..... Appropriated..	R. S. 22	391 559	2226 1	3,300 00		
						6,300 00	5,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
OFFICE OF SURVEYOR-GENERAL OF LOUISIANA.							
Salaries, Office of Surveyor-General of Louisiana—							
Surveyor-general, (increase of $200 submitted)	..... / Mar. 3, 1883	R. S. / 22	388 / 559	2208 / 1	$2,000 00		
Clerks in his office	..... / Appropriated..	R. S. / 22	391 / 559	2226 / 1	13,500 00		
						$15,500 00	$15,800 00
OFFICE OF SURVEYOR-GENERAL OF MINNESOTA.							
Salaries, Office of Surveyor-General of Minnesota—							
Surveyor-general	..... / Mar. 3, 1883	R. S. / 22	388 / 559	2208 / 1	2,000 00		
Clerks in his office	..... / Appropriated..	R. S. / 22	391 / 559	2226 / 1	8,000 00		
						10,000 00	10,000 00
OFFICE OF SURVEYOR-GENERAL OF MONTANA.							
Salaries, Office of Surveyor-General of Montana—							
Surveyor-general, (increase of $500 submitted)	..... / Mar. 3, 1883	R. S. / 22	389 / 560	2210 / 1	3,000 00		
Clerks in his office	..... / Appropriated..	R. S. / 22	391 / 560	2226 / 1	12,100 00		
						15,100 00	10,500 00
NOTE.—The estimate of $12,100 for clerk-hire is mostly for the pay of clerks for regular office-work attendant upon necessary increased public surveys to meet the demands of settlers and enable them to secure title to their lands without long delays, and also to bring up arrears of work, such as indexing, correcting, and arranging the records of surveys of past years heretofore neglected. The extension and completion of the Northern Pacific Railroad through Montana will greatly increase the call for surveys there.							
OFFICE OF SURVEYOR-GENERAL OF NEVADA.							
Salaries, Office of Surveyor-General of Nevada—							
Surveyor-general, (increase of $500 submitted)	..... / Mar. 3, 1883	R. S. / 22	389 / 559	2210 / 1	3,000 00		
Clerks in his office	..... / Appropriated..	R. S. / 22	391 / 559	2226 / 1	4,000 00		
						7,000 00	5,500 00
NOTE.—The $4,000 estimated for clerk-hire is actually necessary for the pay of clerks to attend to the regular office-work upon public surveys.							
OFFICE OF SURVEYOR-GENERAL OF NEBRASKA AND IOWA.							
Salaries, Office of Surveyor-General of Nebraska and Iowa—							
Surveyor-general	..... / Mar. 3, 1883	R. S. / 22	388 / 560	2209 / 1	2,000 00		
Clerks in his office	..... / Appropriated..	R. S. / 22	391 / 560	2226 / 1	4,000 00		
						6,000 00	6,000 00
NOTE.—The $4,000 for clerk-hire is estimated to pay a chief clerk, $2,000; draughtsman, $1,300; and a copyist, $1,100.							
OFFICE OF SURVEYOR-GENERAL OF NEW MEXICO.							
Salaries, Office of Surveyor-General of New Mexico—							
Surveyor-general, (increase of $500 submitted)	..... / Mar. 3, 1883	R. S. / 22	389 / 559	2210 / 1	3,000 00		
Clerks in his office	..... / Appropriated..	R. S. / 22	391 / 559	2226 / 1	12,500 00		
						15,500 00	8,500 00
NOTE.—The $12,500 for clerk-hire is estimated for pay of chief clerk and translator, at $2,000; assistant translator, at $1,500; and six clerks and draughtsmen, at $1,500 each per annum. In addition to the current office-work on surveys, there is a large amount in arrears, such as descriptive notes of surveys, translation of Spanish grants, making maps of mining and private land claims for United States local land offices. Notes of private claims and mining claims are to be recorded, that have never been begun.							
OFFICE OF SURVEYOR-GENERAL OF OREGON.							
Salaries, Office of Surveyor-General of Oregon—							
Surveyor-general	..... / Mar. 3, 1883	R. S. / 22	388 / 559	2209 / 1	2,500 00		
Clerks in his office	..... / Appropriated..	R. S. / 22	391 / 559	2226 / 1	5,700 00		
						8,200 00	7,000 00
NOTE.—The estimate of $5,700 for clerk-hire is to cover the pay of a chief clerk, at $1,800; one draughtsman, at $1,500; and two transcribing-clerks, at $1,200 each; all necessary for the transaction of the current office-work.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
OFFICE OF SURVEYOR-GENERAL OF UTAH.							
Salaries, Office of Surveyor-General of Utah—							
Surveyor-general, (increase of $500 submitted)	..... Mar. 3, 1883	R. S. 22	389 560	2210 1	$3,000 00		
Clerks in his office	..... Appropriated..	R. S. 22	391 560	2226 1	4,500 00		
						$7,500 00	$5,500 00
NOTE.—The $4,500 estimated for clerk-hire is necessary to attend to the regular office-work on public surveys.							
OFFICE OF SURVEYOR-GENERAL OF WASHINGTON.							
Salaries, Office of Surveyor-General of Washington—							
Surveyor-general	..... Mar. 3, 1883	R. S. 22	388 559	2209 1	2,500 00		
Clerks in his office	..... Appropriated..	R. S. 22	391 559	2226 1	8,700 00		
						11,200 00	8,000 00
NOTE.—The estimate of $8,700 for clerk-hire is for pay of chief clerk, at $1,800; chief draughtsman, 1,700; assistant draughtsman, $1,600; and three copying-clerks, at $1,200 each per annum. A large amount of office-work is in arrears, viz., indexing and arranging for convenient reference all the older records from ten to thirty years past.							
OFFICE OF SURVEYOR-GENERAL OF WYOMING.							
Salaries, Office of Surveyor-General of Wyoming—							
Surveyor-general, (increase of $500 submitted)	..... Mar. 3, 1883	R. S. 22	389 560	2210 1	3,000 00		
Clerks in his office	..... Appropriated..	R. S. 22	391 560	2226 1	5,000 00		
						8,000 00	6,000 00
NOTE.—The estimate of $5,000 for clerk-hire is for three clerks and draughtsmen to attend to increasing office-work on public surveys and bring up arrears of work, consisting of the descriptive lists and plats for the United States local land offices, of which there are several hundred in arrears. In submitting the foregoing estimates, attention is respectfully invited to the fact that while the sums estimated for salaries of surveyors-general amount to $44,500, which is an excess of $6,650 over the amount appropriated by Congresss for salaries of said officers for the year ending June 30, 1884, yet the amounts hereinbefore estimated for said salaries are authorized by specific provisions of law referred to in the estimates, except in the case of Dakota, where the organic act fixes the salary at $2,000; but by annual appropriation the salary has been increased to $2,500, which is the amount estimated.							
Total Salaries, Public Lands						190,400 00	153,500 00
Total Interior Department						4,436,829 00	4,063,979 00
POST-OFFICE DEPARTMENT.							
OFFICE OF THE POSTMASTER-GENERAL.							
Salaries, Post-Office Department—							
Postmaster-General	..... Mar. 3, 1883	R. S. 22	65 560	388 1	8,000 00		
Chief clerk, (increase of $300 submitted)	..... Mar. 3, 1883	R. S. 22	65 560	393 1	2,500 00		
Stenographer	..... Mar. 3, 1883	R. S. 22	66 560	393 1	1,800 00		
Appointment-clerk	..... Mar. 3, 1883	R. S. 22	27 560	167–9 1	1,800 00		
Law-clerk	June 19, 1878 Mar. 3, 1883	20 22	201 560	1 1	2,500 00		
One clerk of class four	..... Mar. 3, 1883	R. S. 22	27 560	167 1	1,800 00		
Two clerks of class three	Same acts				3,200 00		
One clerk of class two	do				1,400 00		
Three clerks of class one	do				3,600 00		
One clerk	Mar. 3, 1881 Mar. 3, 1883	21 22	411 560	1 1	1,000 00		
One copyist	..... Mar. 3, 1883	R. S. 22	27 560	167 1	900 00		
One messenger	Same acts				840 00		
One assistant messenger	do				720 00		
Total	$30,060						
Office of First Assistant Postmaster-General:							
First Assistant Postmaster-General	..... Mar. 3, 1883	R. S. 22	65 560	389 1	4,000 00		
Chief clerk, (while held by the present incumbent)	..... Mar. 3, 1883	R. S. 22	66 560	393 1	2,500 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Post-Office Department—Continued.							
Chief of salary and allowance division	Mar. 3, 1883	22	560	1	$2,000 00		
Chief of appointment division	Same acts				2,000 00		
Chief of bond division, in lieu of one clerk of class four, (additional submitted)	R. S.	27	167–9		2,000 00		
	Mar. 3, 1883	22	560	1			
Chief of division of correspondence, in lieu of one clerk of class three	Submitted				2,000 00		
Nineteen clerks of class three, (a reduction of one, as above)	R. S.	27	167		30,400 00		
	Mar. 3, 1883	22	560	1			
Stenographer and telegraph-operator	Same acts				1,600 00		
Six clerks of class two	do				8,400 00		
Sixteen clerks of class one	do				19,200 00		
Four clerks, at $1,000 each	June 19, 1878	20	202	1	4,000 00		
	Mar. 3, 1883	22	560	1			
Superintendent division of post-office supplies	R. S.	66	393		2,000 00		
	Mar. 3, 1883	22	560	1			
One clerk of class three	R. S.	27	167		1,600 00		
	R. S.	66	393				
	Mar. 3, 1883	22	560	1			
Four clerks of class one	Same acts				4,800 00		
One clerk	June 15, 1880	21	234	1	1,000 00		
	Mar. 3, 1883	22	560	1			
Three clerks at $1,000 each, (additional)	Submitted				3,000 00		
NOTE.—These three clerks and four laborers (submitted below) are in lieu of five clerks at $1,000 each and two laborers at $660 each, appropriated for the current fiscal year in the appropriation for stationery, and paid by warrants on the United States Treasury. This makes a saving of $680, and it is desired to have these employés paid on the regular salary-roll.							
Two clerks, at $900 each	June 20, 1874	18	106	1	1,800 00		
	Mar. 3, 1883	22	560	1			
Four assistant messengers, at 720 each	R. S.	27	167		2,880 00		
	Mar. 3, 1883	22	560	1			
Three laborers, at $660 each	Same acts				1,980 00		
Four laborers, at $660 each, (additional; see note above)	Submitted				2,640 00		
Superintendent of free delivery	R. S.	66	394		2,100 00		
	Mar. 3, 1883	22	560	1			
One clerk of class four	R. S.	27	167		1,800 00		
	Mar. 3, 1883	22	560	1			
One clerk of class two	Same acts				1,400 00		
One clerk of class one	do				1,200 00		
Total $106,300							
Office of Second Assistant Postmaster-General:							
Second Assistant Postmaster-General	R. S.	65	389		4,000 00		
	Mar. 3, 1883	22	560	1			
Chief clerk	R. S.	66	393		2,000 00		
	Mar. 3, 1883	22	560	1			
Chief of division of inspection	June 19, 1878	20	202	1	2,000 00		
	Mar. 3, 1883	22	560	1			
Superintendent of railway adjustment	June 15, 1880	21	234	1	2,000 00		
	Mar. 3, 1883	22	560	1			
Chief of division of mail equipment, additional	Submitted				2,000 00		
Ten clerks of class four	R. S.	27	167		18,000 00		
	Mar. 3, 1883	22	560	1			
Thirty-four clerks of class three	Same acts				54,400 00		
Eighteen clerks of class two	do				25,200 00		
Eighteen clerks of class one	do				21,600 00		
Nine clerks, at $1,000 each	June 19, 1878	20	202	1	9,000 00		
	Mar. 3, 1883	22	560	1			
Three female clerks, at $900 each	R. S.	27	167		2,700 00		
	Mar. 3, 1883	22	560	1			
Three assistant messengers, at $720 each	Same acts				2,160 00		
One laborer	do				660 00		
Total $145,720							
Office of Third Assistant Postmaster-General:							
Third Assistant Postmaster-General	R. S.	65	389		4,000 00		
	Mar. 3, 1883	22	560	1			
Chief clerk	R. S.	66	393		2,000 00		
	Mar. 3, 1883	22	560	1			
Chief of division of dead letters	R. S.	66	393		2,250 00		
	Mar. 3, 1883	22	560	1			
Chief of stamp division	June 20, 1874	18	106	1	2,250 00		
	Mar. 3, 1883	22	560	1			
Chief of finance division	Mar. 3, 1883	22	560	1	2,000 00		
Six clerks of class four	R. S.	27	167		10,800 00		
	Mar. 3, 1883	22	560	1			
Nineteen clerks of class three	Same acts				30,400 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Post-Office Department—Continued.							
Thirty clerks of class two	.....	R. S.	27	167	$42,000 00		
	Mar. 3, 1883	22	560	1			
Forty-two clerks of class one	Same acts	.....	.....	.....	50,400 00		
Ten clerks, at $1,000 each	June 19, 1878	20	202	1	10,000 00		
	Mar. 3, 1883	22	560	1			
Ten female clerks, at $1,200 each	Mar. 3, 1881	21	411	1	12,000 00		
	Mar. 3, 1883	22	560	1			
Fifty-four female clerks, at $900 each	.....	R. S.	27	167–9	48,600 00		
	Mar. 3, 1883	22	560	1			
Six female clerks, at $720 each	Same acts	.....	.....	.....	4,320 00		
Three assistant messengers, at $720 each	.....do	.....	.....	.....	2,160 00		
Eight laborers, at $660 each	.....do	.....	.....	.....	5,280 00		
Four female laborers, at $480 each	.....	R. S.	66	393	1,920 00		
	Mar. 3, 1883	22	560	1			
Total						$230,380	
Office of superintendent of foreign mails:							
Superintendent	.....	R. S.	66	393	3,000 00		
	Mar. 3, 1883	22	561	1			
Chief clerk	Same acts	.....	.....	.....	2,000 00		
One clerk of class four	.....	R. S.	27	167	1,800 00		
	Mar. 3, 1883	22	561	1			
Three clerks of class three	Same acts	.....	.....	.....	4,800 00		
One clerk of class two	.....do	.....	.....	.....	1,400 00		
One clerk of class one	.....do	.....	.....	.....	1,200 00		
Two clerks, at $1,000 each	June 15, 1880	21	235	1	2,000 00		
	Mar. 3, 1883	22	561	1			
One assistant messenger	.....	R. S.	27	167	720 00		
	Mar. 3, 1883	22	561	1			
Total						$16,920	
Office of money-order system:							
Superintendent	.....	R. S.	66	393	3,500 00		
	Mar. 3, 1883	22	561	1			
Chief clerk	Same acts	.....	.....	.....	2,000 00		
Six clerks of class four	.....	R. S.	27	167	10,800 00		
	Mar. 3, 1883	22	561	1			
Eight clerks of class three	Same acts	.....	.....	.....	12,800 00		
Five clerks of class two	.....do	.....	.....	.....	7,000 00		
Ten clerks of class one	.....do	.....	.....	.....	12,000 00		
Four clerks of class one, additional	Submitted ...	.....	.....	.....	4,800 00		
Two clerks, at $1,000 each	June 19, 1878	20	202	1	2,000 00		
	Mar. 3, 1883	22	561	1			
Five clerks, at $900 each	.....	R. S.	27	167–9	4,500 00		
	Mar. 3, 1883	22	561	1			
One assistant messenger	Same acts	.....	.....	.....	720 00		
One engineer	.....do	.....	.....	.....	1,000 00		
Two firemen, at $720 each	.....do	.....	.....	.....	1,440 00		
One conductor of elevator, additional	Submitted ...	.....	.....	.....	720 00		
Four watchmen, at $720 each	.....	R. S.	27	167	2,880 00		
	Mar. 3, 1883	22	561	1			
Eight laborers, at $660 each	Same acts	.....	.....	.....	5,280 00		
Three laborers, at $660 each, additional	Submitted ...	.....	.....	.....	1,980 00		
One female laborer	.....	R. S.	27	167–9	480 00		
	Mar. 3, 1883	22	561	1			
Four char-women, at $180 each	Same acts	.....	.....	.....	720 00		
Total						$74,620	
Office of mail depredations:							
Chief clerk	Aug. 5, 1882	22	252	1	2,000 00		
	Mar. 3, 1883	22	561	1			
One clerk of class three	.....	R. S.	27	167	1,600 00		
	Mar. 3, 1883	22	561	1			
Two clerks of class two	Same acts	.....	.....	.....	2,800 00		
Five clerks of class one	.....do	.....	.....	.....	6,000 00		
Two clerks, at $1,000 each	Aug. 5, 1882	22	252	1	2,000 00		
	Mar. 3, 1883	22	561	1			
One assistant messenger	.....	R. S.	27	167	720 00		
	Mar. 3, 1883	22	561	1			
Total						$15,120	
Office of the topographer:							
Topographer	.....	R. S.	66	393	2,500 00		
	Mar. 3, 1883	22	561	1			
Four skilled draughtsmen, at $1,800 each	.....	R. S.	27	167–9	7,200 00		
	Aug. 5, 1882	22	252	1			
	Mar. 3, 1883	22	561	1			
Three skilled draughtsmen, at $1,600 each	Same acts	.....	.....	.....	4,800 00		
Four draughtsmen, at $1,400 each	.....do	.....	.....	.....	5,600 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Post-Office Department—Continued.							
Three draughtsmen, at $1,200 each	..... Aug. 5, 1882 Mar. 3, 1883	R. S. 22 22	27 252 561	167–9 1 1	$3,600 00		
One examiner	Same acts				1,200 00		
One clerk of class two, in lieu of one map-mounter, at $1,400	do				1,400 00		
One map-mounter, in lieu of clerk of class one	do				1,200 00		
One assistant map-mounter	do				720 00		
Four female clerks, at $900 each	do				3,600 00		
One assistant messenger	do				720 00		
Two watchmen, at $720 each	do				1,440 00		
Total $33,980							
Office of disbursing-clerk and superintendent:							
Disbursing-clerk and superintendent	..... Mar. 3, 1883	R. S. 22	65 561	393 1	2,100 00		
One clerk of class two, (accountant)	..... Mar. 3, 1883	R. S. 22	27 561	167 1	1,400 00		
One clerk of class one, (storekeeper)	Same acts				1,200 00		
One clerk of class one, (auditor of bills,) additional	Submitted				1,200 00		
One engineer	.... Mar. 3, 1883	R. S. R. S. 22	27 66 561	167–9 393 1	1,400 00		
One assistant engineer	Same acts				1,000 00		
One fireman, who shall be a blacksmith	do				900 00		
One fireman, who shall be a steam-fitter	do				900 00		
One fireman	do				720 00		
One fireman, (additional)	Submitted				720 00		
One conductor of elevator	..... Mar. 3, 1883	R. S. 22	27 561	169 1	720 00		
One carpenter	.... Mar. 3, 1883	R. S. R. S. 22	27 66 561	167–9 393 1	1,200 00		
One assistant carpenter	Same acts				1,000 00		
Captain of the watch	do				1,000 00		
Nineteen watchmen, at $720 each	do				13,680 00		
Twenty laborers, at $660 each	do				13,200 00		
One plumber	..... Aug. 5, 1882 Mar. 3, 1883	R. S. 22 22	27 252 561	169 1 1	900 00		
One awning-maker	Same acts				900 00		
Fifteen char-women, at $180 each	..... Mar. 3, 1883	R. S. 22	27 561	169 1	2,700 00		
Total $46,840						$699,940 00	$681,980 00
Contingent Expenses, Post-Office Department—							
Stationery and blank books	Appropriated	22	561	1		9,000 00	9,000 00
Fuel, and for repairs to heating apparatus	do					7,200 00	7,200 00
For gas	do				5,600 00		
For gas, additional	Submitted				1,000 00		
						6,600 00	5,600 00
Plumbing, and gas-fixtures	Appropriated	22	561	1	3,700 00		
Plumbing, and gas-fixtures, additional	Submitted				1,300 00		
						5,000 00	3,700 00
Telegraphing	Appropriated	22	561	1	5,900 00		
Telegraphing, additional	Submitted				1,100 00		
						7,000 00	5,900 00
Painting	Appropriated	22	561	1		4,700 00	4,700 00
Carpets and matting	do					5,900 00	5,900 00
Furniture	do				6,200 00		
Additional	Submitted				2,800 00		
						9,000 00	6,200 00
Keeping horses, and repairs of wagons and harness	Appropriated	22	561	1		1,500 00	1,500 00
Hardware	do				1,700 00		
Additional	Submitted				500 00		
						2,200 00	1,700 00
Miscellaneous items	Appropriated	22	561	1	12,000 00		
Additional	Submitted				3,000 00		
						15,000 00	12,000 00
Miscellaneous expenses of topographer's office, for the preparation and publication of post-route maps	Appropriated	22	562	1	15,000 00		
Miscellaneous expenses, topographer's office, additional	Submitted				10,000 00		
						25,000 00	15,000 00
And the Postmaster-General may authorize the sale of post-route maps to the public at cost, the proceeds of such sales to be used as a further appropriation for the preparation and publication of post-route maps.							

NOTE.—The contract for printing and furnishing the necessary lithograph maps for the current year is $14,000, leaving but $1,000 for the miscellaneous expenses of that office, not one-fifth enough to get through the year. In addition to the ordinary miscellaneous expenses of the office, it is now intended to require that office to furnish post-route maps to the employés of the railway mail service, which will require $5,000.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Contingent Expenses, Post-Office Department—Continued.							
Rent of topographer's office	Appropriated..	22	561,'2	1		$1,500 00	$1,500 00
Rent of money-order office	....do....					8,000 00	8,000 00
Publication of copies of the Official Postal Guide	....do....					29,000 00	29,000 00
NOTE.—The estimate for "Printing and binding," submitted by the Postmaster-General, under section 2, act of May 8, 1872, (R. S., 720, sec. 3661,) will be found under the title of "Miscellaneous," *post*. For list of buildings rented by the Post-Office Department in Washington, D. C., see Appendix "H."							
Total Post-Office Department	....do....					836,540 00	798,880 00
DEPARTMENT OF AGRICULTURE.							
OFFICE OF THE COMMISSIONER.							
Salaries and Miscellaneous Expenses, Department of Agriculture—							
Commissioner	....do.... / Jan. 20, 1883	R. S. / 22	87 / 408	521 / 1	$4,500 00		
Chief clerk and superintendent of building, (increase of $300 submitted)	....do.... / Jan. 20, 1883	R. S. / 22	87 / 408	522,'3 / 1	2,500 00		
Chief of division of accounts and disbursing officer, (increase of $400 submitted)	Same acts				2,200 00		
Assistant to disbursing officer	....do.... / Jan. 20, 1883	R. S. / 22	87 / 408	523 / 1	1,400 00		
Assistant to disbursing officer, (increase of $200 submitted)	Same acts				1,200 00		
One stenographer	....do....				1,800 00		
One engraver	....do....				2,000 00		
Two clerks of class four	.... / .... / Jan. 20, 1883	R. S. / R. S. / 22	27 / 87 / 408	167–9 / 522,'3 / 1	3,600 00		
Two clerks of class three	Same acts				3,200 00		
Four clerks of class two	....do....				5,600 00		
Seven clerks of class one	....do....				8,400 00		
Eight clerks, at $1,000 each	....do....				8,000 00		
Six clerks, at $840 each	....do....				5,040 00		
One librarian	....do....				1,400 00		
One engineer, (increase of $200 submitted)	....do....				1,400 00		
Two firemen, at $720 each	....do....				1,440 00		
Superintendent of folding-room	....do....				1,200 00		
Two assistants in folding-room	....do....				1,200 00		
Messengers, carpenters, watchmen, and laborers, (increase of $2,000 submitted)	....do....				10,000 00		
						$66,080 00	$62,980 00
Chemical division:							
Chief chemist	.... / Jan. 20, 1883	R. S. / 22	87 / 409	522 / 1	2,500 00		
One assistant chemist, (increase of $200 submitted)	Same acts				1,800 00		
One assistant chemist, (increase of $200 submitted)	....do....				1,600 00		
Employment of additional assistants when necessary, (increase of $2,000 submitted)	.... / Jan. 20, 1883	R. S. / 22	87 / 409	523 / 1	6,000 00		
						11,900 00	9,500 00
Entomological division:							
Entomologist	.... / Jan. 20, 1883	R. S. / 22	87 / 409	522,'3 / 1	2,500 00		
One assistant entomologist	Same acts				1,400 00		
Assistants in entomological division when necessary	....do....				4,000 00		
Investigating the history and habits of insects injurious to agriculture and horticulture; experiments in ascertaining the best means of destroying them; for drawing and for chemicals; and travelling and other expenses on the practical work of the entomological division	Appropriated..	22	409	1	20,000 00		
						27,900 00	27,900 00
Garden and grounds:							
Superintendent of garden and grounds, (increase of $500 submitted)	.... / Jan. 20, 1883	R. S. / 22	87 / 409	522 / 1	2,500 00		
One assistant superintendent of garden and grounds	.... / Submitted	R. S. /	87 /	522 /	1,200 00		
Labor on grounds, new implements, repairs of tools, wagons and carts, manure, and purchase of trees for arboretum	Appropriated..	22	409	1	5,500 00		
Increase	Submitted				1,250 00		
Repairing and resurfacing concrete roads and walks on the grounds	Appropriated..	22	409	1	2,500 00		
Increase	Submitted				1,500 00		
Labor in experimental garden	Appropriated..	22	409	1	5,000 00		
Increase	Submitted				1,000 00		
Plant-pots	Appropriated..	22	409	1	250 00		
Repairing and painting greenhouses	....do....				500 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries and Miscellaneous Expenses, Department of Agriculture—Continued.							
Purchasing and propagating new plants and seeds of economic value	Appropriated	22	409	1	$600 00		
Increase	Submitted				400 00		
Repairs to heating apparatus, new pipes, &c., in conservatories	Appropriated	22	409	1	350 00		
Increase	Submitted				100 00		
Charcoal, sand, and sod, for potting plants	Appropriated	22	409	1	100 00		
Sashes for plant-frames	do				450 00		
						$23,200 00	$17,500 00
Microscopical division:							
Microscopist	R. S. / Jan. 20, 1883	87 / 22	522,'3 / 409	522,'3 / 1		1,800 00	1,800 00
Botanical division:							
Botanist	Same acts				1,800 00		
One assistant botanist	do				1,200 00		
						3,000 00	3,000 00
Museum:							
Curator of museum	do				1,400 00		
One attendant in museum	do				1,000 00		
Night-watchman for museum building, who shall also act as night-watchman of seed building	do				720 00		
Collecting and modelling specimens of fruits and vegetables, and collecting and preparing specimens for the museum and herbarium	do				1,000 00		
						4,120 00	4,120 00
Laboratory:							
Chemicals and apparatus for the use of the chemist and microscopist, and for necessary expenses in conducting experiments, including experiments in the manufacture of sugar from sorghum and other vegetable plants	Appropriated	22	410	1	16,000 00		
Increase	Submitted				14,000 00		
						30,000 00	16,000 00
Seed division:							
Chief of seed division	R. S. / Jan. 10, 1883	87 / 22	522,'3 / 410	522,'3 / 1	1,800 00		
One superintendent of seed-room	Same acts				1,200 00		
Four clerks, at $1,000 each	do				4,000 00		
One clerk	do				840 00		
Purchase and propagation and distribution, as required by law, of seeds, trees, shrubs, vines, cuttings, plants, and expenses of putting up the same, to be distributed in localities adapted to their culture	Appropriated	22	410	1	75,000 00		
						82,840 00	82,840 00
Statistical division:							
Statistician	R. S. / Jan. 20, 1883	87 / 22	522,'3 / 410	522,'3 / 1	2,500 00		
One assistant statistician	Submitted				2,000 00		
One clerk of class four	R. S. / Jan. 20, 1883	87 / 22	522,'3 / 410	522,'3 / 1	1,800 00		
Two clerks of class four	Submitted				3,600 00		
Two clerks of class three	R. S. / Jan. 20, 1883	87 / 22	522,'3 / 410	522,'3 / 1	3,200 00		
One clerk of class three	Submitted				1,600 00		
Three clerks of class two	R. S. / Jan. 20, 1883	87 / 22	522,'3 / 410	522,'3 / 1	4,200 00		
Two clerks of class two	Submitted				2,800 00		
Five clerks of class one	R. S. / Jan. 20, 1883	87 / 22	522,'3 / 410	522,'3 / 1	6,000 00		
Seven clerks, at $1,000 each	Same acts				7,000 00		
Four clerks, at $840 each	do				3,360 00		
Two clerks, at $720 each	do				1,440 00		
Collecting domestic and foreign agricultural statistics, compiling, writing, and illustrating matter for monthly, annual, and special reports	do				80,000 00		
Increase	Submitted				70,000 00		
Books, periodicals, and newspapers	do				300 00		
						189,800 00	109,500 00
Furniture, cases, and repairs:							
Repairs of building, heating apparatus, furniture, carpets and matting, water and gas pipes, &c	Appropriated	22	410	1		6,000 00	6,000 00
Library:							
Entomological and botanical works of reference, works on chemistry and mineralogy, charts, current agricultural works for library, miscellaneous agricultural periodicals, and the completion of imperfect series	Appropriated	22	411	1		1,500 00	1,500 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries and Miscellaneous Expenses, Department of Agriculture—Continued.							
Investigating diseases of domesticated animals:							
Continuing the investigation of infectious and contagious diseases to which all classes of domesticated animals are subject	Appropriated..	22	411	1		$25,000 00	$25,000 00
Reclamation of arid and waste lands:							
Continuing, locating, and sinking artesian wells on the plains east of the Rocky Mountains, with a view to reclaiming arid and waste public lands: *Provided*, That no part of this sum shall be expended in experiments upon the lands of individuals or corporations, but only upon the lands belonging to the United States	do					10,000 00	10,000 00
Postage:							
Postage on return letters, circulars, and miscellaneous articles for correspondents and foreign mails	do					4,000 00	4,000 00
Contingent expenses:							
Stationery, freight, express-charges, fuel, lights, subsistence and care of horses, repairs of harness; paper, twine, and gum for folding-room; and for miscellaneous items, namely, for advertising, telegraphing, dry-goods, soap, brushes, brooms, mats, oils, paints, glass, lumber, hardware, ice, purchasing supplies; and for necessary items, including actual travelling expenses while on the business of the Department	do				$14,000 00		
Increase	Submitted				1,000 00		
						15,000 00	14,000 00
Forestry:							
For the purpose of enabling the Commissioner of Agriculture to experiment, and to continue an investigation and report upon the subject of forestry	Appropriated..	22	411	1		10,000 00	10,000 00
NOTE.—The estimate of the Commissioner of Agriculture for "Printing and binding," under section 2, act of May 8, 1872, (R. S., 720, sec. 3661,) will be found under the title of "Miscellaneous," *post*. A statement of the expenditures from the several appropriations made for the Department of Agriculture for the fiscal year ended June 30, 1883, as required by the act of May 19, 1882, (22 Stats., p. 89,) will be found in Appendix "S."							
Total Department of Agriculture						512,140 00	405,640 00
DEPARTMENT OF JUSTICE.							
OFFICE OF ATTORNEY-GENERAL.							
Salaries, Department of Justice—							
Attorney-General	.....	R. S.	59	346			
	Mar. 3, 1883	22	562	1		8,000 00	
Solicitor-General, (increase of $500 submitted)	.....	R. S.	59	347			
	Mar. 3, 1883	22	562	1		7,500 00	
Three Assistant Attorneys-General, at $5,000 each	.....	R. S.	59	348			
	Mar. 3, 1883	22	562	1		15,000 00	
One Assistant Attorney-General of the Post-Office Department	.....	R. S.	65	390			
	Mar. 3, 1883	22	562	1		4,000 00	
Solicitor of Internal Revenue, (increase of $500 submitted)	.....	R. S.	59	349			
	Mar. 3, 1883	22	562	1		5,000 00	
Examiner of claims	.....	R. S.	59	349			
	Mar. 3, 1883	22	562	1		3,500 00	
Two assistant attorneys, at $3,000 each	Aug. 5, 1882	22	253	1			
	Mar. 3, 1883	22	562	1		6,000 00	
Three assistant attorneys, at $2,500 each	Same acts					7,500 00	
One assistant attorney	do					2,000 00	
Law-clerk and examiner of titles, (increase of $300 submitted)	.....	R. S.	60	351			
	Mar. 3, 1883	22	562	1		3,000 00	
NOTE.—$3,000 is the statutory salary.							
Chief clerk and *ex-officio* superintendent of the building	.....	R. S.	60	351			
	Mar. 3, 1883	22	562	1		2,200 00	
Superintendent of the building	Aug. 5, 1882	22	253	1			
	Mar. 3, 1883	22	562	1		250 00	
Stenographic clerk, (increase of $200 submitted)	.....	R. S.	60	351			
	Mar. 3, 1883	22	562	1		2,000 00	
One law-clerk and auditor	Mar. 3, 1875	18	369	1			
	Mar. 3, 1883	22	562	1		2,000 00	
One law-clerk	Aug. 5, 1882	22	253	1			
	Mar. 3, 1883	22	562	1		2,000 00	

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Department of Justice—Continued.							
Five clerks of class four, one to be a stenographer	..... Mar. 3, 1883	R. S. 22	27 562	167 1	$9,000 00		
Additional to class four as disbursing-clerk	..... Mar. 3, 1883	R. S. 22	28 562	176 1	200 00		
Additional to clerk of class four in charge of pardons	June 15, 1880 Mar. 3, 1883	21 22	236 562	1 1	200 00		
Three clerks of class three	..... Mar. 3, 1883	R. S. 22	27 562	167–9 1	4,800 00		
Two clerks of class two	Same acts				2,800 00		
Five clerks of class one	do				6,000 00		
One telegraph-operator	do				1,000 00		
Seven copyists, at $900 each	do				6,300 00		
Two messengers, at $840 each, (one additional submitted)	do				1,680 00		
Four assistant messengers, at $720 each	do				2,880 00		
Three laborers, at $660 each, (one additional submitted)	do				1,980 00		
Three watchmen, at $720 each	do				2,160 00		
One engineer	do				1,000 00		
Three firemen, at $720 each, (one additional submitted)	do				2,160 00		
One conductor in charge of elevator	do				720 00		
One assistant conductor of elevator, (for service at night and other necessary times)	do				720 00		
Five char-women, at $180 each, (increase of two submitted)	do				900 00		
Office of Solicitor of the Treasury:							
Solicitor of the Treasury	..... Mar. 3, 1883	R. S. 22	59 562	349 1	4,500 00		
Assistant Solicitor of the Treasury	Same acts				3,000 00		
Chief clerk	..... Mar. 3, 1883	R. S. 22	60 562	351 1	2,000 00		
Four clerks of class four	..... Mar. 3, 1883	R. S. 22	27 562	167 1	7,200 00		
Three clerks of class three	Same acts				4,800 00		
Two clerks of class two	do				2,800 00		
Two clerks of class one	do				2,400 00		
One assistant messenger	do				720 00		
One laborer	do				660 00		
						$142,530 00	$138,450 00
Contingent Expenses, Department of Justice—							
Furniture and repairs	Appropriated	22	562	1		1,500 00	1,000 00
Law and miscellaneous books for Department library, to complete broken sets, and for rebinding law and miscellaneous books	do				2,500 00		
To supply deficiencies in sets of States' statutes	Submitted				500 00		
						3,000 00	1,500 00
Law and miscellaneous books for office of Solicitor of the Treasury, (see Appendix "T")	Appropriated	22	562	1		1,000 00	500 00
Stationery for Department of Justice	do				1,500 00		
Stationery for office of Solicitor of the Treasury	do				400 00		
						1,900 00	1,500 00
Miscellaneous expenses: Telegraphing, fuel, lights, labor, and other necessaries, including ordinary repairs to building and care of grounds	Appropriated Appropriated	22 22	562 630	1 1		15,000 00	17,160 00
Fire-escapes for building of Department of Justice	Submitted					1,400 00	
Care and subsistence of horses, purchase of new horses, repairs of wagons and harness	Appropriated	22	562	1		2,000 00	1,200 00
Steam-heating and plumbing for building, including purchase of new boiler, steam-heating apparatus, and attendant expenses, the old boiler having been condemned by the United States inspector, (report attached; see Appendix "U")	Submitted					15,000 00	
Postage to Postal-Union Countries—							
Postage-stamps to prepay postage required under the Postal Union	Submitted					200 00	
MISCELLANEOUS.							
Salary of Warden of the Jail, District of Columbia— Salary warden of jail	..... Mar. 3, 1883	R. S., pt. 2. 22	124 562	1081 1		1,800 00	1,800 00
Salaries of Employés, Court-House, Washington, D. C.—							
For the following force, necessary for the care and protection of the court-house in the District of Columbia, who shall be under the direction of the United States marshal of the District of Columbia:							
One engineer	..... Mar. 3, 1883	R. S. 22	27 562	167,'9 1	1,200 00		
Two firemen, at $720 each	Same acts				1,440 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries of Employés, Court-House, Washington, D. C.—Continued.							
Two watchmen, at $720 each	.....	R. S.	27	167,'9	$1,440 00		
	Mar. 3, 1883	22	562	1			
Six assistant messengers, at $720 each	Same acts	.....	.....	.....	4,320 00		
Three laborers, at $480 each	.....do.....	.....	.....	.....	1,440 00		
						$9,840 00	$9,840 00
NOTE.—The estimate of the Attorney-General for "Printing and binding," under section 2, act of May 8, 1872, (R. S., 720, sec. 3661,) will be found under the title of "Miscellaneous," *post.*							
Total Department of Justice						195,170 00	172,950 00
Total Executive						18,403,277 55	17,557,958 75
JUDICIAL.							
SUPREME COURT OF THE UNITED STATES.							
Salaries, Justices, &c., Supreme Court—							
Chief-justice	.....	R. S.	125	673–6	10,500 00		
	Mar. 3, 1883	22	563	1			
Eight associate justices, at $10,000 each	Same acts	.....	.....	.....	80,000 00		
Nine circuit judges, to reside in circuit, at $6,000 each	.....	R. S.	107	607	54,000 00		
	Mar. 3, 1883	22	563	1			
Marshal of the Supreme Court	.....	R. S.	125	680	3,000 00		
	Mar. 3, 1883	22	563	1			
						$147,500 00	$147,500 00
DISTRICT COURTS OF THE UNITED STATES.							
Salaries, District Judges—							
Fifty-six district judges of the United States, viz:							
Alabama	.....	R. S.	93	554	3,500 00		
	Mar. 3, 1883	22	563	1			
Arkansas, eastern district	Same acts	.....	.....	.....	3,500 00		
Arkansas, western district	.....do.....	.....	.....	.....	3,500 00		
Connecticut	.....do.....	.....	.....	.....	3,500 00		
California	.....do.....	.....	.....	.....	5,000 00		
Colorado	.....	R. S.	93	554	3,500 00		
	June 26, 1876	19	61	1–3			
	Mar. 3, 1883	22	563	1			
Delaware	.....	R. S.	93	554	3,500 00		
	Mar. 3, 1883	22	563	1			
Florida, northern district	Same acts	.....	.....	.....	3,500 00		
Florida, southern district	.....do.....	.....	.....	.....	3,500 00		
Georgia, northern district	.....	R. S.	93	554	3,500 00		
	Apr. 25, 1882	22	47	1–3			
	Mar. 3, 1883	22	563	1			
Georgia, southern district	Same acts	.....	.....	.....	3,500 00		
Indiana	.....	R. S.	93	554	3,500 00		
	Mar. 3, 1883	22	563	1			
Illinois, northern district	Same acts	.....	.....	.....	4,000 00		
Illinois, southern district	.....do.....	.....	.....	.....	3,500 00		
Iowa, northern district	.....	R. S.	93	554	3,500 00		
	July 20, 1882	22	172	1–11			
	Mar. 3, 1883	22	563	1			
Iowa, southern district	Same acts	.....	.....	.....	3,500 00		
Kentucky	.....	R. S.	93	554	3,500 00		
	Mar. 3, 1883	22	563	1			
Kansas	Same acts	.....	.....	.....	3,500 00		
Louisiana, eastern district	.....	R. S.	93	554	4,500 00		
	Mar. 3, 1881	21	507	1–7			
	Mar. 3, 1883	22	563	1			
Louisiana, western district	Same acts	.....	.....	.....	3,500 00		
Maine	.....	R. S.	93	554	3,500 00		
	Mar. 3, 1883	22	563	1			
Massachusetts	Same acts	.....	.....	.....	4,000 00		
Maryland	.....do.....	.....	.....	.....	4,000 00		
Missouri, eastern district	.....do.....	.....	.....	.....	3,500 00		
Missouri, western district	.....do.....	.....	.....	.....	3,500 00		
Mississippi	.....do.....	.....	.....	.....	3,500 00		
Michigan, eastern district	.....do.....	.....	.....	.....	3,500 00		
Michigan, western district	.....do.....	.....	.....	.....	3,500 00		
Minnesota	.....do.....	.....	.....	.....	3,500 00		
Nebraska	.....do.....	.....	.....	.....	3,500 00		
Nevada	.....do.....	.....	.....	.....	3,500 00		
New Hampshire	.....do.....	.....	.....	.....	3,500 00		
New York, northern district	.....do.....	.....	.....	.....	4,000 00		
New York, southern district	.....do.....	.....	.....	.....	4,000 00		
New York, eastern district	.....do.....	.....	.....	.....	4,000 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, District Judges—Continued.							
New Jersey	..... Mar. 3, 1883	R. S. 22	93 563	554 1	$4,000 00		
North Carolina, eastern district	Same acts				3,500 00		
North Carolina, western district	...do...				3,500 00		
Ohio, northern district	...do...				3,500 00		
Ohio, southern district	...do...				4,000 00		
Oregon	...do...				3,500 00		
Pennsylvania, eastern district	...do...				4,000 00		
Pennsylvania, western district	...do...				4,000 00		
Rhode Island	...do...				3,500 00		
South Carolina	...do...				3,500 00		
Tennessee, eastern and middle districts	...do...				3,500 00		
Tennessee, western district	..... June 14, 1878 Mar. 3, 1883	R. S. 20 22	93 132 563	554 1–4 1	3,500 00		
Texas, eastern district	..... Mar. 3, 1883	R. S. 22	93 563	554 1	3,500 00		
Texas, western district	Same acts				3,500 00		
Texas, northern district	..... Feb. 24, 1879 Mar. 3, 1883	R. S. 20 22	93 320 563	554 7 1	3,500 00		
Vermont	..... Mar. 3, 1883	R. S. 22	93 563	554 1	3,500 00		
Virginia, eastern district	Same acts				3,500 00		
Virginia, western district	...do...				3,500 00		
West Virginia	...do...				3,500 00		
Wisconsin, eastern district	...do...				3,500 00		
Wisconsin, western district	...do...				3,500 00		
						$203,500 00	$203,500 00
Salaries, Retired United States Judges— To pay the salaries of the United States judges retired under section seven hundred and fourteen of the Revised Statutes, so much as may be necessary for the fiscal year ending June 30, 1885. NOTE.—The expenditure for this object for the fiscal year 1883 was $41,205.20.							
COURTS IN THE DISTRICT OF COLUMBIA.							
Salaries, Chief-Justice and Judges, Supreme Court District of Columbia—							
Chief-justice of the supreme court of the District	..... Mar. 3, 1883	R. S., pt. 2. 22	90 563	750, 751 1	4,500 00		
Five associate justices, at $4,000 each	..... Feb. 25, 1879 Mar. 3, 1883	R. S., pt. 2. 20 22	90 320 563	750, 751 1 1	20,000 00		
						24,500 00	24,500 00
UNITED STATES DISTRICT ATTORNEYS.							
Salaries, District Attorneys— Districts created prior to March 3, 1841, viz:							
Alabama, northern and southern districts; Arkansas, eastern district; Connecticut, Delaware, District of Columbia; Illinois, northern district; Indiana, Kentucky, Maine, Maryland, Massachusetts; Michigan, eastern district; Mississippi, northern and southern districts; Missouri, eastern district; New Hampshire, New Jersey; New York, northern district; North Carolina; Ohio, northern district; Pennsylvania, eastern and western districts; Rhode Island, South Carolina; Tennessee, eastern, middle, and western districts; Vermont; and Virginia, eastern district—in all, thirty districts, at $200 each	..... Mar. 3, 1883	R. S. 22	144 563	767, 770 1	6,000 00		
Askansas, western district	Same acts				200 00		
California	...do...				500 00		
Colorado	..... June 26, 1876 Mar. 3, 1883	R. S. 19 22	144 62 563	767, 770 1, 4 1	200 00		
Florida, northern district	..... Mar. 3, 1883	R. S. 22	144 563	767, 770 1	200 00		
Florida, southern district	Same acts				200 00		
Georgia, northern district	..... Apr. 25, 1882 Mar. 3, 1883	R. S. 22 22	144 47 563	767, 770 1–3 1	200 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, District Attorneys—Continued.							
Georgia, southern district	..... Apr. 25, 1882 Mar. 3, 1883	R. S. 22 22	144 47 563	767, 770 1–3 1	$200 00		
Illinois, southern district	..... Mar. 3, 1883	R. S. 22	144 563	767, 770 1	200 00		
Iowa, northern district	..... July 20, 1882 Mar. 3, 1883	R. S. 22 22	144 172 563	767, 770 1–11 1	200 00		
Iowa, southern district	Same acts	.....	.....	.....	200 00		
Kansas	..... Mar. 3, 1883	R. S. 22	144 563	767, 770 1	200 00		
Louisiana, eastern district	..... Mar. 3, 1881 Mar. 3, 1883	R. S. 21 22	144 507 563	767, 770 1–7 1	200 00		
Louisiana, western district	Same acts	.....	.....	.....	200 00		
Michigan, western district	..... Mar. 3, 1883	R. S. 22	144 563	767, 770 1	200 00		
Minnesota	Same acts	.....	.....	.....	200 00		
Missouri, western district	.....do.....	.....	.....	.....	200 00		
New York, eastern district	.....do.....	.....	.....	.....	200 00		
New York, southern district	.....do.....	.....	.....	.....	6,000 00		
Nebraska	.....do.....	.....	.....	.....	200 00		
Nevada	.....do.....	.....	.....	.....	200 00		
North Carolina, western district	.....do.....	.....	.....	.....	200 00		
Ohio, southern district	.....do.....	.....	.....	.....	200 00		
Oregon	.....do.....	.....	.....	.....	200 00		
Texas, eastern district	.....do.....	.....	.....	.....	200 00		
Texas, western district	.....do.....	.....	.....	.....	200 00		
Texas, northern district	..... Feb. 24, 1879 Mar. 3, 1883	R. S. 20 22	144 320 563	767, 770 8 1	200 00		
Virginia, western district	..... Mar. 3, 1883	R. S. 22	144 563	767, 770 1	200 00		
West Virginia	Same acts	.....	.....	.....	200 00		
Wisconsin, eastern district	.....do.....	.....	.....	.....	200 00		
Wisconsin, western district	.....do.....	.....	.....	.....	200 00		
Arizona Territory	..... Mar. 3, 1883	R. S. 22	332 563	1880 1	250 00		
Dakota Territory	Same acts	.....	.....	.....	250 00		
Idaho Territory	.....do.....	.....	.....	.....	250 00		
Montana Territory	.....do.....	.....	.....	.....	250 00		
New Mexico Territory	.....do.....	.....	.....	.....	250 00		
Utah Territory	.....do.....	.....	.....	.....	250 00		
Washington Territory	.....do.....	.....	.....	.....	250 00		
Wyoming Territory	.....do.....	.....	.....	.....	250 00		
						$20,100 00	$20,100 00
UNITED STATES MARSHALS.							
Salaries, District Marshals—							
Alabama, northern district	..... Mar. 3, 1883	R. S. 22	146 563	776, 781 1	200 00		
Alabama, southern district	Same acts	.....	.....	.....	200 00		
Arkansas, eastern district	.....do.....	.....	.....	.....	200 00		
Arkansas, western district	.....do.....	.....	.....	.....	200 00		
California	.....do.....	.....	.....	.....	500 00		
Colorado	..... June 26, 1876 Mar. 3, 1883	R. S. 19 22	146 62 563	776, 781 1, 4 1	200 00		
Connecticut	..... Mar. 3, 1883	R. S. 22	146 563	776, 781 1	200 00		
Delaware	Same acts	.....	.....	.....	200 00		
Florida, northern district	.....do.....	.....	.....	.....	200 00		
Florida, southern district	.....do.....	.....	.....	.....	200 00		
Illinois, northern district	.....do.....	.....	.....	.....	200 00		
Illinois, southern district	.....do.....	.....	.....	.....	200 00		
Indiana	.....do.....	.....	.....	.....	200 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Salaries, District Marshals—Continued.							
Iowa, northern district	.....	R. S.	146	776, 781	$200 00		
	July 20, 1882	22	172	1–11			
	Mar. 3, 1883	22	563	1			
Iowa, southern district	Same acts	.....	.....	.....	200 00		
Kansas	.....	R. S.	146	776, 781	200 00		
	Mar. 3, 1883	22	563	1			
Kentucky	Same acts	.....	.....	.....	200 00		
Louisiana, eastern district	.....	R. S.	146	776, 781	200 00		
	Mar. 3, 1881	21	507	1–7			
	Mar. 3, 1883	22	563	1			
Louisiana, western district	Same acts	.....	.....	.....	200 00		
Maine	.....	R. S.	146	776, 781	200 00		
	Mar. 3, 1883	22	563	1			
Michigan, eastern district	Same acts	.....	.....	.....	200 00		
Michigan, western district	do	.....	.....	.....	200 00		
Minnesota	do	.....	.....	.....	200 00		
Mississippi, northern district	do	.....	.....	.....	200 00		
Mississippi, southern district	do	.....	.....	.....	200 00		
Missouri, eastern district	do	.....	.....	.....	200 00		
Missouri, western district	do	.....	.....	.....	200 00		
Nevada	do	.....	.....	.....	200 00		
New Hampshire	do	.....	.....	.....	200 00		
New Jersey	do	.....	.....	.....	200 00		
New York, northern district	do	.....	.....	.....	200 00		
New York, eastern district	do	.....	.....	.....	200 00		
Nebraska	do	.....	.....	.....	200 00		
North Carolina, eastern district	do	.....	.....	.....	400 00		
North Carolina, western district	.....	R. S.	146	776, 781	200 00		
	June 22, 1874	18	193	1			
	Mar. 3, 1883	22	563	1			
Ohio, northern district	.....	R. S.	146	776, 781	200 00		
	Mar. 3, 1883	22	563	1			
Ohio, southern district	Same acts	.....	.....	.....	200 00		
Oregon	do	.....	.....	.....	200 00		
Pennsylvania, western district	do	.....	.....	.....	200 00		
Rhode Island	do	.....	.....	.....	200 00		
South Carolina	do	.....	.....	.....	200 00		
Tennessee, eastern district	do	.....	.....	.....	200 00		
Tennessee, western district	do	.....	.....	.....	200 00		
Tennessee, middle district	do	.....	.....	.....	200 00		
Texas, eastern district	.....	R. S.	146	776, 781	200 00		
	Mar. 3, 1883	22	563	1			
Texas, western district	Same acts	.....	.....	.....	200 00		
Texas, northern district	.....	R. S.	146	776, 781	200 00		
	Feb. 24, 1879	20	320	8			
	Mar. 3, 1883	22	563	1			
Vermont	.....	R. S.	146	776, 781	200 00		
	Mar. 3, 1883	22	563	1			
Virginia, eastern district	Same acts	.....	.....	.....	200 00		
Virginia, western district	do	.....	.....	.....	200 00		
West Virginia	do	.....	.....	.....	200 00		
Wisconsin, eastern district	do	.....	.....	.....	200 00		
Wisconsin, western district	do	.....	.....	.....	200 00		
Arizona Territory	.....	R. S.	332	1881	200 00		
	Mar. 3, 1883	22	563	1			
Dakota Territory	Same acts	.....	.....	.....	200 00		
Idaho Territory	do	.....	.....	.....	200 00		
Montana Territory	do	.....	.....	.....	200 00		
New Mexico Territory	do	.....	.....	.....	200 00		
Utah Territory	do	.....	.....	.....	200 00		
Washington Territory	do	.....	.....	.....	200 00		
Wyoming Territory	do	.....	.....	.....	200 00		
						$12, 700 00	$12, 700 00
Total Judicial	.....	.....	.....	.....	.....	408, 300 00	408, 300 00
Total Civil Establishment	.....	.....	.....	.....	.....	22, 045, 662 65	21, 242, 962 55

MILITARY ESTABLISHMENT.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
UNDER THE WAR DEPARTMENT.							
COMMANDING GENERAL'S OFFICE.							
Expenses of Commanding General's Office—							
To defray the contingent expenses of the Commanding General's Office	Mar. 3, 1875 Mar. 3, 1883	18 22	452 456	1 1	.....	$2,500 00	$1,750 00
ADJUTANT-GENERAL'S DEPARTMENT.							
Expenses of Recruiting—							
Expenses of recruiting and transportation of recruits from rendezvous to depots	Mar. 3, 1883	22	456	1	.....	113,470 00	110,000 00
NOTE.—The number of recruits now required to fill the Army is ..... 1,590 The number to be discharged on expiration of term during the fiscal year ending June 30, 1885 ..... 3,490 The loss by discharge for disability and under the sentences of courts-martial and by desertion and death, as determined by the average for the three years past, will be ..... 5,552 Making the number to be enlisted, to keep the Army at its authorized strength of 25,000 men ..... 10,632 The number who will enlist or re-enlist at military posts, without expense, is about ..... 2,527 Leaving the number to be estimated for, at a cost of $14 for each recruit, which is the average cost for each recruit obtained at rendezvous during the three years ending June 30, 1883 8,105							
Contingencies, Adjutant-General's Department—							
Contingent fund of the Adjutant-General's Department at the headquarters of the several military divisions and departments, being for the purchase of the necessary articles of office, toilet, and desk furniture, stationery, maps, and books of reference, police utensils, &c ...	Mar. 3, 1883	22	456	1	.....	2,500 00	2,500 00
OFFICE OF THE CHIEF SIGNAL OFFICER.							
Signal Service—							
Expenses of the Signal Service of the Army, as follows:							
Purchase, equipment, and repair of the field electric telegraph	July 21, 1860 Feb. 22, 1862 July 28, 1866 Aug. 7, 1882 Mar. 3, 1883	12 12 14 22 22	66 344 335 319 456	1 1, 2 22 1 1	$2,000 00		
Signal equipments and stores	Same acts	.....	.....	.....	3,000 00		
Binocular glasses, telescopes, heliostats, and other necessary instruments	..... do	.....	.....	.....	2,200 00		
Telephone apparatus, and maintenance of same	..... do	.....	.....	.....	2,250 00		
Tolls for military persons, and employés or their families, crossing the aqueduct bridge, as well as for teams, &c., carrying articles not required for the supply and maintenance of the post of Fort Myer, Va., and including the use of said bridge for the suspension and permanent location thereon of the telegraph-wires forming the Signal-Service lines between the office of the Chief Signal Officer and the post of Fort Myer, Va. (Has been paid from appropriations for the Signal Service, as per opinion of the Judge-Advocate General of December 4, 1880, and therefore not before specifically appropriated for)	Submitted	.....	.....	.....	500 00	9,950 00	5,000 00
NOTE.—The amount asked for in this estimate is based upon the possible needs of the Army in the way of signal equipments, &c., and as required by paragraphs 2584 and 2585, Army Regulations, 1881, and paragraph 9 of General Orders No. 53, Adjutant-General's Office, May 15, 1882.							
PAY DEPARTMENT.							
Pay, &c., of the Army—							
1 Lieutenant-General	.....	R. S.	220	1261	11,000 00		
3 Major-generals	.....	R. S.	220	1261	22,500 00		
15 Brigadier-generals	.....	R. S.	220	1261	82,500 00		
23 Aides-de-camp, additional pay	....	R. S. R. S.	203 220	1096,'7 1261	6,600 00		
1 Military secretary, additional pay	.....	R. S.	203	1097	1,500 00		
66 Colonels	.....	R. S.	220	1261	231,000 00		
85 Lieutenant-colonels	.....	R. S.	220	1261	255,000 00		
241 Majors	.....	R. S.	220	1261	602,500 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Pay, &c., of the Army—Continued.							
311 Captains, mounted		R. S.	220	1261	$622,000 00		
301 Captains, not mounted		R. S.	220	1261	541,800 00		
34 Chaplains		R. S.	220	1261	51,000 00		
14 Storekeepers, one at $2,500, and thirteen at $2,000 each		R. S.	220	1261	28,500 00		
40 Adjutants		R. S.	220	1261	72,000 00		
40 Regimental quartermasters		R. S.	220	1261	72,000 00		
Adjutant and quartermaster of engineer battalion, additional pay		R. S.	220	1261	400 00		
218 First lieutenants, mounted		R. S.	220	1261	348,800 00		
350 First lieutenants, not mounted		R. S.	220	1261	525,000 00		
145 Second lieutenants, mounted		R. S.	220	1261	217,500 00		
300 Second lieutenants, not mounted		R. S.	220	1261	420,000 00		
180 Acting commissaries of subsistence, additional pay		R. S.	220	1261	18,000 00		
Additional pay to the officer in charge of the public buildings and grounds in Washington	Mar. 3, 1873	17	535	1	1,000 00		
Additional pay to the officer in command of the military prison at Fort Leavenworth, Kansas	Mar. 3, 1883	22	457	1	1,000 00		
Additional pay to officers of foot regiments when on duty which requires them to be mounted	R. S. Feb. 27, 1877	221 19	1270 243	1 1	6,000 00		
Additional pay to officers for length of service, to be paid with their current monthly pay	R. S. June 18, 1878 Feb. 24, 1881	220 20 21	1262,'3 150 346	7 1	1,299,662 50		
Pay of retired officers	R. S. June 18, 1878 June 30, 1882	221 20 22	1274 150 118	7 1	846,775 00		
40 Sergeant-majors		R. S.	222	1280	11,040 00		
1 Battalion sergeant-major		R. S.	222	1280	432 00		
40 Qurtermaster-sergeants		R. S.	222	1280	11,040 00		
1 Battalion quartermaster-sergeant		R. S.	222	1280	432 00		
40 Chief musicians		R. S.	221	1279	28,800 00		
70 Chief trumpeters and principal musicians		R. S.	222	1280	18,480 00		
10 Saddler-sergeants		R. S.	222	1280	2,640 00		
114 Ordnance-sergeants		R. S.	222	1280	46,512 00		
2 Retired ordnance-sergeants	Mar. 1, 1879 May 3, 1880	20 21	326 109	1 1	918 00		
150 Commissary-sergeants	R. S. R. S.	207 222	1142 1280		61,200 00		
150 Hospital-stewards		R. S.	222	1280	54,000 00		
430 First sergeants		R. S.	222	1280	113,520 00		
60 Sergeants of engineers and ordnance		R. S.	222	1280	24,480 00		
1,850 Sergeants of cavalry, artillery, and infantry		R. S.	222	1280	377,400 00		
96 Corporals of engineers and ordnance		R. S.	222	1280	23,040 00		
1,720 Corporals of cavalry, artillery, and infantry		R. S.	222	1280	309,600 00		
868 Musicians and trumpeters		R. S.	222	1280	135,408 00		
860 Artificers, and farriers and blacksmiths	R. S. R. S.	221 222	1279 1280		154,800 00		
120 Saddlers		R. S.	222	1280	21,600 00		
430 Wagoners		R. S.	221	1279	72,240 00		
230 Privates, first class, engineers and ordnance		R. S.	222	1280	46,920 00		
17,720 Privates, second class, engineers and ordnance, and privates of cavalry, artillery, and infantry, including compensation to Indian scouts for use and risk of horses and horse-equipments	R. S. Aug. 12, 1876	222 19	1280 131	1	2,808,120 00		
Pay to enlisted men for length of service, payable with their current monthly pay		R. S.	222	1284	352,092 00		
Retained pay (Payable to enlisted men on discharge...)		R. S.	222	1282	279,420 22		
Pay for clothing not drawn (Payable to enlisted men on discharge...)		R. S.	224	1302	344,237 92		
Travel allowances (Payable to enlisted men on discharge...)		R. S.	223	1290	282,148 72		
Interest on deposits (Payable to enlisted men on discharge...)	R. S. Mar. 3, 1883	225 22	1306 456	1	44,552 32		
Mileage to officers of the Army when travelling on duty under orders	July 24, 1876 Mar. 3, 1883	19 22	100 456	2 1	160,000 00		
Pay of contract-surgeons	Appropriated..	22	456	1	92,700 00		
Hospital-matrons	R. S. R. S.	217 221	1239 1277		24,000 00		
Extra-duty pay to enlisted men on duty in hospitals		R. S.	223	1287	27,352 40		
Fifty paymasters' clerks	R. S. June 30, 1882	212 22	1190 118	1	70,000 00		
Four senior veterinary surgeons	R. S. July 28, 1866	203 14	1102 332	3	4,800 00		
Ten junior veterinary surgeons	R. S. Mar. 3, 1863	203 12	1102 737	37	9,000 00		
Paymasters' messengers	Appropriated..	22	456	1	15,000 00		
Cost of telegrams; compensation of citizen clerks and witnesses attending upon courts-martial, military commissions, and courts of inquiry; travelling expenses of paymasters' clerks	do				46,924 11		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Pay, &c., of the Army—Continued.							
Commutation of quarters to commissioned officers on duty without troops at places where there are no public quarters	June 18, 1878 June 23, 1879	20 21	151 31	9 1	$155,711 72		
						$12,514,598 91	$11,900,000 00

NOTE.—For tables showing the authorized active strength of the Army in commissioned officers and enlisted men, see Appendix "V."

SUBSISTENCE DEPARTMENT.

Subsistence of the Army—

Subsistence of regular troops, Indian scouts, civil employés, &c., (not including enlisted men of the Signal Corps,) as below specified:

	No. entitled to rations.	No. of days.	No. of rations required.					
Enlisted men, including Indian scouts and hospital-stewards	25,000	365	9,125,000	..... Mar. 3, 1883	R. S. 22	224 457	1293 1	
Civil employés, (A. R., 2179)	1,505	365	549,325	Same acts	.....	.....	.....	
Contract-surgeons, (A. R., 2280)	75	365	27,375	.....do.....	.....	.....	.....	
Hospital-matrons	160	365	58,400	.... Mar. 3, 1883	R. S. R. S. R. S. 22	217 221 224 457	1239 1277 1295 1	
Military convicts, (at posts)	200	365	73,000	Mar. 3, 1883	22	457	1	
Prisoners of war, including Indians, for the subsistence of whom no other appropriation is made, (A. R., 1297)	1,000	365	365,000	.....do.....	.....	.....	.....	
Additional half-rations to sergeants and corporals of ordnance	120	365	21,900	..... Mar. 3, 1883	R. S. 22	224 457	1293 1	
Total	.....	.....	10,220,000					
10,220,000 rations, at 20 cents each				.....	.....	.....	.....	2,044,000 00

NOTE.—In making the estimate at 20 cents, the following expenses are included, viz: Cost, at place of purchase, of subsistence supplies for issue to troops, &c., (not including stores for enlisted men of the Signal Service,) for extra issues, (including candles for illumination and salt for public animals,) and for sales to officers and enlisted men, under sections 1144 and 1149 of the Revised Statutes; commutation to enlisted men on furlough, under Army Regulations, 2233, and to ordnance-sergeants at ungarrisoned posts; losses from wastage in issuing; damage in transportation; shrinkage and deterioration while on hand; necessary abandonment or destruction in the field; protection of supplies, including building, repair, and rent of necessary storehouses and offices, when not otherwise furnished; purchase of paulins, &c.; building and repairing of bake houses and ovens; the cost of purchasing, issuing, and accounting for subsistence supplies, and of their care and preservation, including the cost of the required scales, measures, utensils, tools, stationery, blank books and forms, printing, office-furniture, telegrams, and other necessary expenses incident to subsisting the Army.

The number of military convicts at posts is increased in this estimate over that for the fiscal year 1884, because the actual number of such convicts drawing subsistence in May and June, 1883, was found, by examination of the returns on file in this office, to be about the number above estimated for, and the likelihoods are that this number will not be diminished in the fiscal year 1885.

The number of "prisoners of war, including Indians," is increased in this estimate over that for the fiscal year 1884, because of the large number of Indians held as prisoners at various military posts on the western frontiers, for whose subsistence by any other branch of the Government no provision is made by law. The number so held in May and June, 1883, was about 1,200, as appears by the returns for those months on file in this office.

Difference between the cost of the ration, at 20 cents, and commutation, at $1, for the following enlisted men, viz: 6 on duty at Headquarters of the Army, War Department; 5 on duty as clerks at headquarters military divisions and headquarters general recruiting service—11 men, for 365 days, at 80 cents per day	Mar. 3, 1883	22	457	1	3,212 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Subsistence of the Army—Continued.							
Difference between the cost of the ration, at 20 cents, and commutation, at 75 cents, for the following enlisted men, viz: 149 on duty as clerks at headquarters military divisions, departments, and districts, and headquarters general recruiting service; 25 on duty in various capacities at military posts and stations—174 men, for 365 days, at 55 cents per day	Mar. 3, 1883	22	457	1	$34,930 50		
Difference between the cost of the ration, at 20 cents, and commutation, at 50 cents, for the following enlisted men, viz: 67 on duty as messengers at headquarters military divisions, departments, and districts, and headquarters general recruiting service; 1 on duty at Sandy Hook, N. J.—68 men, for 365 days, at 30 cents per day	do				7,446 00		
NOTE.—Commutation of rations to enlisted men detailed as clerks and messengers at headquarters of military divisions, departments, districts, and general recruiting service is allowed at the above rates by the Secretary of War, in General Orders, No. 54, Headquarters of the Army, Adjutant-General's Office, 1881. The allowance to enlisted men detailed by the General of the Army at Headquarters of the Army, in the War Department, is fixed by memoranda, War Department, Adjutant-General's Office, October 31, 1863, at $1 per day.							
Difference between the cost of the ration, at 20 cents, and the allowance by the Secretary of War, of $1.50 per day, to enlisted men travelling on detached duty, when it is impracticale to carry cooked or travel rations	do				25,000 00		
NOTE.—The rate of commutation allowed by the Secretary of War to enlisted men while travelling under orders, when it is impracticable to carry cooked or travel rations, is, by General Orders, No. 104, Headquarters of the Army, Adjutant-General's Office, announced at $1.50 per day.							
Difference between the cost of the ration, at 20 cents, and the allowance by the Secretary of War, of $1.50 per day, to soldiers selected to contest for places or prizes in department, division, and army rifle-practice teams, while travelling to, remaining at, and returning from places of contest, (estimated)	do				15,000 00		
NOTE.—The rate of commutation allowed by the Secretary of War to enlisted men selected to contest for places or prizes in department, division, and army teams, while going to, remaining at, and returning from places of contest, is announced by General Orders, No. 41, Headquarters of the Army, Adjutant-General's Office, June 15, 1883.							
Difference between the cost of the ration, at 20 cents, and the cost of cooked rations, at 50 cents, per day, for, say, 125 enlisted men, (recruiting parties at rendezvous,) and for, say, 222 daily average number of recruits at rendezvous, for 365 days—being 126,655 rations, at 30 cents per ration	do				37,996 50		
NOTE.—Contracts for complete cooked rations for recruiting parties and recruits at rendezvous, when subsistence cannot be advantageously issued, are entered into by the proper officers, under Army Regulations, 1565.							
Cost (in excess of ordinary rations) of hot coffee and canned beef and baked beans for troops travelling on cars or other conveyances, when it is impracticable to cook their rations	do				10,000 00		
NOTE.—The issue of these articles is authorized by General Orders, No. 104, Adjutant-General's Office, 1882.							
Subsistence stores for issue to Indians visiting military posts	do				10,000 00		
NOTE.—These issues are made under Army Regulations, 2182.							
Indians employed without pay as guides, scouts, &c.	do				10,000 00		
					2,197,585 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Subsistence of the Army—Continued.							
From the aggregate of the foregoing estimate should be deducted the amount that will be collected during the fiscal year by the Subsistence Department in excess of the original cost to that department of the stores sold under the 10 per cent. clause in the "Act making appropriations for the support of the Army," &c., approved August 5,1882, and which excess will be taken up under the appropriation of that department for immediate disbursement for fresh supplies, say.....	Mar. 3, 1883	22	457	1	$40,000 00	$2,157,585 00	$1,900,000 00

NOTE.—It is recommended that of the amount appropriated for subsistence of the Army, on this estimate, $300,000 shall be made available, from and after the passage of the act making the appropriation, for the purchase of stores which it may be necessary to ship to distant posts in advance of June 30, 1884. The foregoing estimate does not include any provision for furnishing rations or commutation of rations to the 500 enlisted men and the civil employés of the Signal Service, nor for commutation for enlisted men of the Army detailed for duty as operators or as repairmen on military-telegraph lines.

The act of March 3, 1883, for the support of the Army for the fiscal year 1884, is confusing in that part making appropriation for the subsistence of the Army, the act authorizing the procurement of 10,125,000 rations, at 22 cents each, (amounting to $2,227,500,) while the actual appropriation made for meeting all the expenses of subsisting the Army is only $1,900,000. In enumerating the several objects to which the appropriation was to be applied, no mention is made of the commutation to be paid to enlisted men while travelling on detached duty, and the expression "cooked rations for troops travelling on cars" is inappropriate, since the food, in addition to hot coffee procured for such occasions, is "canned beef and canned baked beans," and not "cooked rations," as mentioned in the act.

In order that such manifest errors of computation may not be incorporated in the appropriation act, and that the several objects to which the appropriation is to be applied may be clearly enumerated, it is respectfully recommended that the clause making appropriation for "Subsistence Department" may be incorporated by the Appropriation Committee in the bill for the support of the Army, and passed by Congress in the following form, viz:

"*Subsistence of the Army.*—For rations for twenty-five thousand enlisted men, one thousand five hundred and five civil employés, seventy-five contract-surgeons, one hundred and sixty hospital-matrons, two hundred military convicts, one thousand prisoners of war, (including such Indian prisoners as are captured, but whose subsistence is not otherwise appropriated for by Congress,) and for additional half-rations for one hundred and twenty sergeants and corporals of ordnance, a total of ——— rations, estimated at ——— cents each; for difference between the cost of the ration and commutation thereof, at rates prescribed by the Secretary of War, for the following enlisted men, viz: Those detailed for clerical and messenger duty at Headquarters of the Army, and at headquarters of divisions, departments, districts, and general recruiting service, and for various duties at military posts and stations, those travelling on detached duty where it is impracticable to carry cooked or travel rations, and those ordered to participate in department, division, and army rifle practice; for difference between the cost of the ration and the cost of cooked rations for enlisted men and recruits at recruiting stations; cost in excess of ordinary rations of hot coffee and canned food, or travel-ration, for troops travelling when it is impracticable to cook rations; for subsistence of Indians visiting military posts and of Indians employed without pay as guides, scouts, &c., amounting, in all, to ——— million ——— hundred thousand dollars; of which amount three hundred thousand dollars shall be available, from and after the passage of this act, for the purchase of stores necessary to be transported to distant posts in advance of the 30th of June, 188–."

Every item of the estimate is expressed in this form, each item being, in practice, *an actual object of expenditure each year* from the appropriation for the subsistence of the Army. The presentation of this form is with the desire of introducing system and concordance where want of agreement now prevails; and as the form admits of any variation in the total appropriation without leaving the detailed objects of expenditures in doubt, its permanent adoption by the Appropriation Committee and by Congress is earnestly recommended.

QUARTERMASTER'S DEPARTMENT.

Regular Supplies—							
Regular supplies of the Quartermaster's Department, consisting of stoves for heating and cooking; of fuel and lights for enlisted men, guards, hospitals, storehouses, and offices, and for sale to officers; of forage in kind for the horses, mules, and oxen of the Quartermaster's Department, at the several posts and stations, and with the armies in the field; for the horses of the several regiments of cavalry, the batteries of artillery, and such companies of infantry and scouts as may be mounted, and for the authorized number of officers' horses, including bedding for the animals; of straw for soldiers' bedding; and of stationery, including blank books for the Quartermaster's Department, certificates for discharged soldiers and blank forms for the Quartermaster's Department, and for printing division and department orders and reports.....	.....	R. S.	206	1133	.....	3,000,000 00	2,940 000 00
	.....	R. S.	221	1270,'1			
	Revised Army Reg's, 1881, p. 203, par. 821.						
	Mar. 3, 1883	22	457,'8	1			

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Regular Supplies—Continued.							
NOTE.—The amount asked for under this head in this estimate ($3,000,000) is $422 less than the estimate for the fiscal year 1883–'84, but is $60,000 more than was appropriated for that year. It cannot now be determined whether the amount thus appropriated will be sufficient to meet the required expenditure. Efforts, however, have been made, by reducing the supply of public animals requiring forage, with a view that the appropriation referred to shall be equal to the public demand upon it. The increase of the amount of this estimate over the amount of the appropriation for the current fiscal year is due, first, to the fact that no appropriation was then made for commutation of fuel for clerks (enlisted men) at division, department, and district headquarters. Under the Army Regulations, (paragraph 145,) they are entitled to such commutation, but no estimate was made to cover that item, because it was expected that civilian clerks would be substituted for those enlisted men, and that the payment of the former would be otherwise provided for, (see Book of Estimates, 1883–'84, p. 89;) and, second, to the appreciation in prices of forage in the southern department by reason of droughts.							
Incidental Expenses—							
For postage; extra pay to soldiers employed under the direction of the Quartermaster's Department in the erection of barracks, quarters, and storehouses, and as clerks for post-quartermasters at military posts; in the construction of roads, and on other constant labor for periods of not less than ten days, including those employed as clerks and messengers at division and department headquarters; expenses of expresses to and from the frontier posts and armies in the field, of escorts to paymasters and other disbursing officers, and to trains where military escort cannot be furnished; expenses of the interment of officers killed in action, or who die when on duty in the field or at posts on the frontiers, or when travelling on orders, and of non-commissioned officers and soldiers; authorized office-furniture, hire of laborers in the Quartermaster's Department, including the hire of interpreters, spies, and guides for the Army; compensation of clerks to officers of the Quartermaster's Department; compensation of forage and wagon masters, authorized by the act of July 5, 1838; for the apprehension, securing, and delivering of deserters, and the expenses incident to their pursuit; and for the following expenditures required for the several regiments of cavalry, the batteries of light artillery, and such companies of infantry and scouts as may be mounted, and for the trains, to wit: Hire of veterinary surgeons, medicine for horses and mules, picket-ropes, and for shoeing horses and mules; also, generally, the proper and authorized expenses for the movement and operations of the Army not expressly assigned to any other department.....	.... Revised Army Reg's, 1881, p. 203, par. 1821. July 5, 1838 Mar. 3, 1883	R. S. R. S. 5 22	207 223 257 458	1137 1287 10 1	.....	$870,250 00	$650,000 00
NOTE.—The amount asked for under this head ($870,250) is $9,750 less than the estimate for the fiscal year 1883–'84, but is $220,250 more than was appropriated for that year. That estimate was based upon the amount of expenditures for past years. It is not considered that the amount appropriated for that (the current) fiscal year will be sufficient to meet the necessary and authorized demand upon it. Besides, this estimate provides for the extra-duty pay authorized in the case of clerks and messengers (enlisted men) at division, department, and district headquarters. Under the Regulations, (paragragh 145,) they are entitled to such extra pay, but no appropriation was made therefor, for the reason set forth in note under the heading of "Regular supplies." This estimate also provides for extra-duty pay to clerks (enlisted men) for post-quartermasters at garrisoned posts. Section 1287, Revised Statutes of the United States, provides that "when soldiers are detailed for employment as artificers or laborers * * * or other constant labor of not less than ten days' duration, they shall receive, in addition to their regular pay, the following compensation:" (twenty or thirty-five cents per day, according to the nature of their employment.)							
Horses for Cavalry and Artillery—							
Purchase of horses for the cavalry and artillery, and for the Indian scouts, and for such infantry as may be mounted.....	..... Revised Army Reg's, 1881, p. 203, par. 1821. Mar. 3, 1883	R. S. 22	206 458	1133 1	.....	200,000 00	200,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Army Transportation—							
Transportation of the Army, including baggage of the troops, when moving either by land or water; of clothing and equipage from the depots of Philadelphia and Jeffersonville to the several posts and army depots, and from those depots to the troops in the field; of horse-equipments and of subsistence stores from the places of purchase, and from the places of delivery under contract, to such places as the circumstances of the service may require them to be sent; of ordnance, ordnance stores, and small-arms from the founderies and armories to the arsenals, fortifications, frontier posts, and Army depots; freights, wharfage, tolls, and ferriages; the purchase and hire of horses, mules, oxen, and harness, and the purchase and repair of wagons, carts, and drays, and of ships and other sea-going vessels and boats required for the transportation of supplies, and for garrison purposes; for drayage and cartage at the several posts; hire of teamsters, pay of enlisted men on extra duty driving teams or repairing means of transportation; transportation of funds for the pay and other disbursing departments; the expense of sailing public transports on the various rivers, the Gulf of Mexico, and the Atlantic and Pacific; for procuring water at such posts as, from their situation, require it to be brought from a distance; and for clearing roads, and for removing obstructions from roads, harbors, and rivers, to the extent which may be required for the actual operations of the troops in the field.	.....	R. S.	36	220			
	.....	R. S.	206	1133–5			
	Revised Army Reg's, 1881, p. 203, par. 1821, and p. 204, par. 1822.				.....	$3,543,050 00	$3,475,000 00
	Mar. 3, 1883	22	458	1			
NOTE.—There is included in the estimate submitted for Army transportation an item of $500,000, to provide for payments for transportation services performed over such portions of the several Pacific railroads as have not been built by the aid of Government bonds, under decision of the First Comptroller of the Treasury, as published in General Orders, No. 56, Adjutant-General's Office, of 1883; and $91,000 for construction of two steam-propellers for the service of the Quartermaster's Department.							
Fifty per centum of Arrears of Army Transportation due certain Land-Grant Railroads—							
For the payment for Army transportation lawfully due such land-grant railroads as have not received aid in Government bonds, to be adjusted by the proper accounting officers in accordance with the decisions of the Supreme Court in cases decided under such land-grant acts; but in no case shall more than fifty per centum of the full amount of the service be paid: *Provided*, That such compensation shall be computed upon the basis of the tariff rates for like transportation performed for the public at large, and shall be accepted as in full for all demands for said services.....	Mar. 3, 1883	22	458	1	.....	125,000 00	125,000 00
Barracks and Quarters—							
For barracks and quarters for troops; storehouses for the safe-keeping of military stores; for offices, and for grounds for camps and summer cantonments, and for temporary buildings at frontier stations; for construction of temporary buildings and stables; for commutation of quarters for general-service men, and for repairing public buildings at established posts.....	.....	R. S.	206	1136			
	.....	R. S.	221	1270			
	Revised Army Reg's, 1881, p. 204, pars. 1821, 2.				$755,000 00		
	Mar. 3, 1883	22	459	1			
For quarters for the non-commissioned staff of the Army, as sergeant-majors, quartermaster-sergeants, commissary-sergeants, ordnance-sergeants, saddler-sergeants, veterinary surgeons, wagon and forage masters, and chief musicians and chief trumpeters, and principal musicians..	.....do.....	.....	.....	.....	25,000 00		
For chapels or places of worship, school-houses, library-rooms and libraries, gymnasiums and shooting-galleries	.....do.....	.....	.....	.....	20,000 00		
						800,000 00	700,000 00
NOTE.—The amount asked for under this head ($800,000) is $50,000 more than the estimate for the fiscal year 1883–'84, and $100,000 more than was appropriated for that year. The increase of $50,000 in the estimate is due to the fact that it now provides for the commutation of quarters ($48,372) authorized in the case of clerks and messengers at division, department, and district headquarters. Under the Army Regulations, (paragraphs 145, 148, and 149,) they are entitled to such allowance, but no appropriation was made therefor, for the reason set forth in note under the heading of "Regular supplies." The amounts appropriated for the current fiscal year have proved insufficient for the purposes for which the funds are required. The proper sheltering of troops and the preservation of the public buildings and their contents will require the excess of $100,000, as embraced in the estimate for 1884–'85.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Barracks and Quarters—Continued.							
The chief quartermaster of the department of Dakota, in submitting his annual report for the fiscal year ending June 30, 1883, says: "The money allotted for building operations should be made available immediately after the passage and approval of the act appropriating the money, especially in this department, (Dakota,) as, when the amount is not known until late in June or July, before material can be properly selected and purchased, the most advantageous means of transportation for these stores to many of the posts is not available, as the Missouri River, after September 15, cannot be depended upon as a route for forwarding supplies above Fort Buford, Dak. No building operations can successfully be pursued in winter, so that, even if the materials reach the posts, little is done until the following spring, limiting the labor to a few months in the fiscal year upon repairs, &c." It is also within the experience of most of the officers of the department that funds furnished late result in hurried work, plastering in freezing weather, and damage and loss in consequence. Seeing no good reason why it would not be well to comply with the suggestions of the chief quartermaster, department of Dakota as regards (say $250,000) barracks and quarters, and the amount appropriated for hospitals, I recommend that trial be made on next year's appropriation.							
Construction and Repair of Hospitals—							
Construction and repair of hospitals, as reported by the Surgeon-General of the Army, including the pay of enlisted men employed on extra duty in the same	Mar. 3, 1883	22	459	1	$125,000 00		
For construction of quarters adjacent to the hospitals for hospital-stewards, as recommended by the Surgeon-General of the Army, including the pay of enlisted men employed on extra duty in the same.....	Submitted	.....	.....	.....	15,000 00		
						$140,000 00	$100,000 00
NOTE.—The amount asked for under this head ($140,000) is $15,000 more than the estimate for the fiscal year 1883–'84, and $40,000 more than was appropriated for that year. The increase of $15,000 in this estimate is due to the fact that the last-named sum is asked for the construction of authorized quarters for hospital stewards. The estimate is prepared in accordance with the request of the Surgeon-General of the Army. The chief quartermaster of the department of Dakota, in submitting his annual report for the fiscal year ending June 30, 1883, says: "The money allotted for building operations should be made available immediately after the passage and approval of the act appropriating the money, especially in this department, (Dakota,) as when the amount is not known until late in June or July, before material can be properly selected and purchased, the most advantageous means of transportation for these stores to many of the posts is not available, as the Missouri River, after September 15, cannot be depended upon as a route for forwarding supplies above Fort Buford, Dak. No building operations can successfully be pursued in winter, so that, even if the materials reached the posts, little is done until the following spring, limiting the labor to a few months in the fiscal year upon repairs, &c." It is also within the experience of most of the officers of the department that funds furnished late result in hurried work, plastering in freezing weather, and damage and loss in consequence. Seeing no good reason why it would not be well to comply with the suggestions of the chief quartermaster, department of Dakota, as regards (say, $250,000) barracks and quarters, and the amount appropriated for hospitals, I recommend that trial be made on next year's appropriation.							
Clothing and Equipage—							
For cloth, woollens, and materials for the manufacture of clothing for the Army, for issue and for sales at cost price, according to the Army Regulations; for altering and fitting clothing when necessary; for equipage and for packing, &c.....	..... Revised Army Reg's, 1881, p. 203, par. 1821. Mar. 3, 1883	R. S. 22	206 459	1133–5 1	.....	1,400,000 00	1,400,000 00
Contingencies of the Army—							
This estimate is made to meet such expenses as are not provided for by other estimates, and embraces all branches of the military service. The appropriation is disbursed under the immediate orders of the Secretary of War	Mar. 3, 1883	22	459	1	.....	40,000 00	40,000 00
MEDICAL DEPARTMENT.							
Medical and Hospital Department—							
For the purchase of medical and hospital supplies, expenses of purveying depots, pay of employés, medical care and treatment of officers and enlisted men of the Army on duty at posts and stations for which no other provision is made, and for other miscellaneous expenses of the Medical Department.....	Mar. 3, 1883	22	459	1	.....	250 000 00	190,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Medical and Hospital Department—Continued.							
NOTE.—This amount ($250,000) will be required to meet the wants of the Medical Department for the next fiscal year. A new "standard supply-table" has been adopted, which will require the purchase of many new articles, including medicines, instruments, books, &c., to enable medical officers of the Army to keep pace with the medical profession in civil life. Another large item of expense to this appropriation arises from the reduction (by legislation) of the number of contract-surgeons, viz., from 125 to 75. This necessitates the employment of physicians in civil life, who are paid by the visit from the medical appropriation, for medical attendance upon officers and enlisted men, at stations where there is no medical officer of the Army, whereas contract-surgeons are paid from the Army appropriations. The balance of the medical and hospital supplies remaining on hand from the close of the war is now practically exhausted, making the purchase of an increased quantity of supplies a necessity. It is thought that the full amount of the appropriation herein asked for will be barely sufficient to meet the necessities of the service during the year.							
Medical Museum and Library—							
For Army Medical Museum, including ordinary repairs of the museum hall, preservation of specimens, and the preparation or purchase of new specimens	Mar. 3, 1883	22	459	1	$5,000 00		
For the library of the Surgeon-General's office	do				10,000 00		
						$15,000 00	$10,000 00
NOTE.—This amount ($10,000) is necessary to enable the library to obtain all new medical works of all countries as soon as published, and thus meet the demands now being made upon it by physicians in all parts of the United States.							
ENGINEER DEPARTMENT.							
Engineer Depot at Willet's Point, New York—							
Purchase of engineering materials to continue the present course of instruction of the engineer battalion in their special duties of sappers, miners, and pontoniers	Appropriated	22	459	1	1,000 00		
Incidental expenses of the depot, remodelling pontoon-trains, repairing instruments, purchase of fuel, forage, stationery, chemicals, professional books for library, extra-duty pay to enlisted men employed as artisans, ordinary repairs, &c	do				4,000 00		
For erection of a new double house greatly needed as quarters for two medical officers, and specially authorized by the Secretary of War, at a cost of $10,000	Submitted				10,000 00		
For erection of a small building as quarters for a sergeant, whose duties require him to live near the torpedo property under his immediate charge	do				1,200 00		
						16,200 00	7,000 00
ORDNANCE DEPARTMENT.							
Ordnance Service—							
Current expenses of the ordnance service	Appropriated	22	459,'60	1		150,000 00	115,000 00
NOTE.—The amount estimated for under this head is required to pay the expenses at the arsenals of receiving stores and issuing arms and other ordnance supplies; of police and office duties; of rents, tolls, fuel, and lights; of stationery and office-furniture; of tools and instruments for use; of public animals, forage, and vehicles; incidental expenses of the ordnance service, including compensation of workmen in the armory and museum building connected with the ordnance office, and expenses attending practical trials and tests of ordnance, small-arms, and other ordnance supplies not otherwise specially provided for. This amount cannot be reduced without embarrassment to the public service. The amount appropriated for several years has been found insufficient. One hundred thousand dollars was appropriated for the ordnance service on page 459, chapters 93 and 94, and $15,000 for transporting, mounting, proving, and testing guns, on the same page, which makes the total under ordnance service, $115,000.							
Ordnance, Ordnance Stores and Supplies—							
Manufacture of metallic ammunition for small-arms	Appropriated	22	460	1	150,000 00		
NOTE.—This amount will manufacture about six million rounds for the rifle and carbine now in actual use, and ought not be reduced. The quantity of ammunition on hand is very limited, and a supply should be kept on hand for the hostile uses of the Army and as a prudent reserve in store for general military purposes. Rifle and carbine ammunition costs to manufacture, $25 per thousand, and revolver, $18 per thousand.							
For ammunition, tools, and material for target practice	do				100,000 00		
NOTE.—Existing orders from the War Department authorize the expenditure for target practice of cartridges or reloading materials to the amount of $7.20 per man per annum, and about $1.93 per man per annum for gallery practice, and, basing the strength of the Army (enlisted men and commissioned officers) at 20,000 men, it will require the above amount for this expenditure alone. Soldiers should be made good marksmen, but this cannot be done without a liberal supply of ammunition for target practice. The amount asked for is reasonable, if the soldier is to be provided with cartridges sufficient for his proper instruction.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Ordnance, Ordnance Stores and Supplies—Continued.							
Mounting and dismounting guns, and removing the armaments from forts being modified or repaired, including heavy carriages returned to arsenals for alteration and repairs, and other necessary expenses of the same character, and for repairing ordnance and ordnance stores in the hands of troops, and for issue at the arsenals and depots, and for extra-duty pay for enlisted men detailed for ordnance service	Appropriated..	22	460	1	$30,000 00		
Purchase and manufacture of ordnance stores to fill requisitions of troops	....do....	....	....	....	150,000 00		
Infantry, cavalry, and artillery equipments	....do....	....	....	....	100,000 00		
Horse-equipments for cavalry, harness for field and machine guns, and for cavalry forge-carts, &c	....do....	....	....	....	100,000 00		
NOTE.—From the large supplies of equipments on hand at the close of the war there have been selected the needed supplies for the Army, but the most of the then supplies now on hand are unserviceable, owing to the deterioration of the leather-work. The introduction of the machine and mountain guns and cavalry forges requires the manufacture of new harness for them, and hereafter new leather-work for horse-equipments for cavalry must be made.							
For overhauling, cleaning, and preserving new ordnance stores on hand at the arsenals	....do....	....	....	....	30,000 00		
						$660,000 00	$400,000 00
Manufacture of Arms at National Armories—							
Manufacture of arms at the national armory	Appropriated..	22	460	1	....		
	Appropriated..	22	614	1	....	800,000 00	401,000 00
NOTE.—Besides supplying the regular Army, the militia, the various colleges, and the other branches constituting the Military Establishment, the War Department has now to supply arms, ammunition, &c., to the Marine Corps and to the several Executive Departments for use in protecting public money and property, under the law of March 3, 1879. During the ten years preceding the war of the rebellion, from 1852 to 1861, there was appropriated annually, on an average, $251,000 for the manufacture of arms at the national armories; and with this sum the wants of a smaller Army and of a smaller population permitted the gradual increase of them in store. The increased cost of the present breech-loading rifle, the greater demand for its use, and the paucity of the appropriations of late years have left the country in a dangerous condition, there being on hand August 31, 1883, subject to issue, but 84,298 breech-loading rifles and carbines. It is of the most vital importance to the nation that the manufacture of arms by this Department be steadily continued, in quantities sufficient to render a gradual accumulation of them in store a certainty. The number of small-arms on hand should never be less than 500,000.							
Total for Support of the Army	....	....	....	....	....	26,810,103 91	24,672,250 00
MILITARY ACADEMY.							
Pay of the Military Academy—							
Eight professors	....	R. S.	225	1309			
	....	R. S.	228	1336			
	June 16, 1874	18	59	1			
	June 23, 1879	21	34	4	25,500 00		
	Feb. 15, 1883	22	416	1			
One commandant of cadets, (lieutenant-colonel,) in addition to pay as captain	....	R. S.	228	1334	1,200 00		
One instructor of practical military engineering, (major,) in addition to pay as first lieutenant	....	R. S.	228	1336	900 00		
One instructor of ordnance and science of gunnery, (major,) in addition to pay as first lieutenant	....	R. S.	228	1336	900 00		
Eight assistant professors, (captains,) in addition to pay as first lieutenants	....	R. S.	225	1309			
	....	R. S.	228	1337	4,000 00		
Three instructors of cavalry, artillery, and infantry tactics, (captains,) in addition to pay as second lieutenants	....	R. S.	228	1337	1,500 00		
Four assistant instructors of cavalry, artillery, and infantry tactics, (captains,) in addition to pay as second lieutenants	Jan. 20, 1879	20	260	1	2,400 00		
One adjutant, in addition to pay as second lieutenant	....	R. S.	225	1309			
	....	R. S.	228	1335	400 00		
One master of sword	....	R. S.	225	1309			
	....	R. S.	228	1338	1,500 00		
Three hundred and forty-four cadets, at $540 each	....	R. S.	226	1315			
	Feb. 25, 1882	22	5, 6	1, 2, 3	185,760 00		
	Feb. 15, 1883	22	416	1			

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Pay of the Military Academy—Continued.							
One teacher of music, (increase of $420 submitted).....	.....	R. S.	225	1309	$1,500 00		
	Mar. 3, 1877	19	383	2, 3			
	Feb. 15, 1883	22	416	1			
NOTE.—The present teacher of music is a civilian, and consequently cannot in his old age secure any of the advantages of length of service allowed by law to officers and enlisted men. He is a very competent musician and an excellent band-leader, intelligent and zealous in his efforts to promote the efficiency of the Military Academy band, and I believe him deserving of the increased compensation mentioned. This would put him upon the same footing, in point of salary, as the master of the sword, whose duties are less exacting and not as continuous as those of the teacher of music. * * * I earnestly recommend the increase of pay.—(*Superintendent.*)							
Military Academy band.....	Mar. 3, 1877	19	383	2, 3	9,240 00		
	Feb. 15, 1883	22	416	1			
Additional pay to professors and officers, (on increased rank,) for length of service.....	.....	R. S.	220	1262	8,898 50		
	.....	R. S.	228	1336			
	June 23, 1879	21	34	4			
	Feb. 15, 1883	22	416	1			
						$243,698 50	$217,432 50
Current and Ordinary Expenses, Military Academy—							
Repairs and improvements, viz: Timber, planks, boards, joists, wall-strips, laths, shingles, slate, tin, sheet-lead, zinc, nails, screws, locks, hinges, glass, paints, turpentine, oils, varnish, brushes, stone, brick, flag, lime, cement, plaster, hair, sewer and drain pipe, blasting-powder, fuse, iron, steel, tools, mantels, and other such materials, and for pay of overseer and master-builder, and citizen mechanics and labor employed on repairs and improvements that cannot be done by enlisted men..	Feb. 15, 1883	22	416,'17	1	15,000 00		
Fuel and apparatus: Coal, wood, stoves, grates, furnaces, ranges, and fixtures, fire-brick, clay, sand, repairs of steam-heating apparatus, grates, furnaces, stoves, ranges, and fixtures.....	.....do.....				12,000 00		
Gas-pipes, fixtures, lamp-posts, gasometers, retorts, and repairs.....	.....do.....				900 00		
Fuel for cadet mess-hall, laundry, and shops.....	.....do.....				3,000 00		
Postage and telegrams.....	.....do.....				300 00		
Stationery: Blank books, paper, envelopes, quills, steel-pens, rubbers, erasers, pencils, mucilage, wax, wafers, folders, fasteners, rulers, files, ink, inkstands, penholders, red tape, rubber bands, blotting-pads, &c.....	.....do.....				600 00		
Transportation of materials, discharged cadets, and ferriages	.....do.....				2,000 00		
NOTE.—The sum asked for is $250 in excess of amount granted for this fiscal year.							
Printing: Type, materials for office, diplomas for graduates, annual register, blanks, and monthly reports to parents of cadets	.....do.....				1,000 00		
Clerk to the disbursing officer and quartermaster.....	.....do.....				1,500 00		
Clerk to the adjutant, (in charge of records).....	.....do.....				1,500 00		
Clerk to the treasurer	.....do.....				1,200 00		
Department of instruction in mathematics:							
Repairs and material for preservation of models and instruments.....	.....do.....				50 00		
Text-books, books of reference, and stationery for use of instructors	.....do.....				100 00		
Binding books of reference.....	.....do.....				50 00		
Total	$200						
Department of civil and military engineering:							
Models, maps, purchase and repair of instruments, text-books, books of reference, stationery for the use of instructors, and contingencies.....	.....do.....				500 00		
Continuing preparation of text-books for special instruction of cadets	.....do.....				500 00		
Extra pay of enlisted man employed as draughtsman.....	.....do.....				100 00		
Total	$1,100						
Department of chemistry, mineralogy, and geology:							
Chemicals, chemical apparatus, glass and porcelain ware, paper, wire, sheet-metal, ores, photographic apparatus, and material	.....do.....				500 00		
Rough specimens, fossils, files, alcohol-lamps, blow-pipes, pencils, and paper for practical instruction in mineralogy and geology, and for gradual increase and improvement of the cabinet.....	.....do.....				400 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Current and Ordinary Expenses, Military Academy—Continued.							
Repairs and additions to electric, magnetic, pneumatic, and thermic apparatus, and apparatus for illustrating optical properties of substances	Feb. 15, 1883	22	416,'17	1	$750 00		
Pay of mechanic employed in chemical and geological section-rooms and in lecture-room	do				1,000 00		
Models, maps and diagrams, books of reference, text-books, and stationery for the use of instructors	do				180 00		
Contingencies	do				100 00		
Total	$2,930						
Department of natural and experimental philosophy:							
Additions to apparatus to illustrate the laws of acoustics, optics, and mechanics	do				1,000 00		
Books of reference, text-books, stationery, materials and repairs	do				400 00		
Pay of mechanic assistant	do				1,000 00		
Necessary additions to the astronomical transit circle for the new West Point observatory	Submitted				1,875 00		
Construction of quarters near the new observatory for the mechanic assistant	do				3,800 00		
Total	$8,075						

NOTE.—*By the Professor.*—"I consider it extremely necessary, for the care and preservation of the valuable astronomical apparatus, to have a thoroughly competent assistant located as near as possible to the observatory. His presence may be needed at any hour of the night, and certain observations about to be taken may require his constant attention at intervals during the night. There is no house near the observatory which can be had for his residence. An appropriation was asked for last year, but not granted."

The Superintendent of the Military Academy invites special attention to the necessity for the construction of the quarters for the mechanic assistant at the new observatory, as set forth in the remarks of the professor.

Department of modern languages:							
Stationery, text-books, and books of reference for use of instructors, and for printing examination-papers	Feb. 15, 1883	22	417	1		200 00	
Department of geography, history, and ethics:							
Maps, globes, text-books, books for reference, and stationery for use of instructors	June 14, 1878 Feb. 15, 1883	20 22	109 417	1 1		300 00	
Department of drawing:							
Extra pay of enlisted man employed in the care and preservation of models, &c., (in lieu of extra-duty pay)	Submitted					120 00	
Fifteen new desks, at $10 each	Feb. 15, 1883	22	418	1		150 00	
Photographic slides, for use in lectures	do					75 00	
Books of reference, mechanical, architectural, surveying, geometry, and art; periodicals on art and technology	do					100 00	
Models for topographical, free-hand, and constructive drawing	do					100 00	
Rules and triangles	do					100 00	
Repairs and construction of racks, models, stretchers, stools, and desks	do					100 00	
Stationery, drawing materials for use of instructors, cardboard for mounting drawings, tacks, hammers, scissors, brushes, sponges, transferring paper, hectograph, color diagrams, cloth for covering screens	do					210 00	
Shades, rollers, and contingencies, for enlargement of drawing academy, due to increase size of classes	Submitted					150 00	
Total	$1,105						

NOTE.—I would respectfully invite especial attention to first item of $120, for extra pay of enlisted man employed for care of drawing academy and materials. The services of this man are indispensable for the proper care of the large amount of material and models, the preparation of paper for classes, order and cleanliness of rooms, mounting, cleaning, and hanging of drawings. Under the instruction given him, his labor has become skilled, and cannot be easily replaced. It is probable that the size of the classes for the year under estimate will largely exceed the average, and special arrangements will have to be made for their accommodation.—(*Professor of Drawing.*)

Department of law:							
Text-books, books of reference, and stationery for use of instructors	Feb. 15, 1883	22	418	1		250 00	
Department of artillery, infantry, and cavalry tactics:							
Tan-bark for riding-hall	do					300 00	
Repairing camp-stools and camp-furniture	do					100 00	
Furniture for offices and reception-room	do					100 00	

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Current and Ordinary Expenses, Military Academy—Continued.							
Stationery for use of instructor and assistants	Feb. 15, 1883	22	418	1	$175 00		
Books and maps	....do....	....	....	....	75 00		
Repairs of gymnasium and gymnasium supplies	....do....	....	....	....	250 00		
Fencing-gloves, foils, jackets, gaiters, and repairs	....do....	....	....	....	250 00		
Total....$1, 250							
Department of ordnance and gunnery:							
Additions to models and apparatus illustrating course of instruction; repairs of electro-ballistic machines, galvanic batteries, and models; and for addition to firing-house, and practical-instruction room; books of reference, text-books, and stationery, for use of instructors	....do....	....	....	....	300 00		
Department of practical military engineering:							
Purchase and repair of astronomical and reconnoitring instruments, such as sextants, artificial horizons, barometers, psychrometers, odometers, prismatic compasses, and hand-levels for use in the practical instruction of the first-class in observations for latitude, longitude, and profiles of routes in making rapid and extensive surveys, especially adapted to reconnoissances or explorations; for the preparation, for military purposes, of maps, embracing especially those lines, such as difficult or impassable ranges, passes, routes, and streams which influence or control the movements of troops; for lamps, lanterns, oil, and candles for use in astronomical observations; for the purchase and repair of surveying and drawing instruments for use in the practical instruction of the first and third classes in accurate surveying, which devolves upon officers in establishing or rerunning the boundaries of military reservations, and for other purposes at military posts; for tools and materials for the use of the engineer company kept at the academy to aid in the instruction of of cadets in practical engineering, and for its use in improving, repairing, and keeping in order the fort and batteries at the academy, such as wheelbarrows, spades, rakes, axes, hatchets, scythes, and sickles for mowing and trimming the slopes, one grindstone, and for carpenters' and blacksmiths' tools and stores for use of the company in the same duties, and for repairing and preserving the ponton-train, and for painters' stores for repainting the train; for books, note-books, stationery, maps and models, and for signalling materials and instruments, and for repairs of same; for extra-duty pay of engineer soldiers engaged in special skilled labor in making models for the department of practical engineering of the reserve and advance guard-bridge equipage and of various siege and engineering structures, and in remodelling ponton and chess wagons used in the academy, and for materials therefor	....do....	....	....	....	1, 200 00		
One moulding-shed and moulding-sand for the instruction of cadets by constructing in miniature in sand fortifications, batteries, field and siege works	Submitted	....	....	....	6, 000 00		
NOTE.—The amount ($1,200) required is explained by the fact that the tools and implements necessary for the use of the engineer company in its duties at the academy have not been replenished for many years, and many indispensable things, such as wheelbarrows, spades, axes, hatchets, sickles, rakes, &c., are almost entirely worn-out. In further explanation of the amount of the estimate, I would also cite the fact that the scope of instruction in the Department has been increased to include practical astronomy. The moulding-shed would greatly increase the value of instruction given in the Department, and I respectfully recommend that special efforts be made to secure an appropriation for it. During the month of April, while completing the theoretical course in military engineering, the first class could lay out in the shed, and, with the aid of the engineer company, actually construct in moulding-sand, on a scale, say of one inch to one foot, fortifications and field and siege works. In this graphic form the functions and relations of the parts of a fortification and its outworks would be clearly perceived, and even brief practice in laying out and constructing the works would more deeply implant the principles in the mind.—(*Instructor of Practical Military Engineering.*)							
Expenses of the Board of Visitors, including mileage	Feb. 15, 1883	22	418	1	3, 000 00		
						$64, 910 00	$47, 505 00
Miscellaneous Items and Incidental Expenses, Military Academy—							
Gas-coal, oil, candles, lanterns, matches, and wicking for lighting the academy, chapel, library, cadet-barracks, mess-hall, shops and hospital, offices, stables, riding-hall, sidewalks, and wharves	Feb. 15, 1883	22	418	1	3, 500 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Miscellaneous Items and Incidental Expenses, Military Academy—Continued.							
Water-pipes, plumbing, and repairs	Feb. 15, 1883	22	418	1	$1,500 00		
Cleaning public buildings, (not quarters)	do				600 00		
Brooms, brushes, pails, tubs, soap, and cloths	do				200 00		
Chalk, crayons, sponge, slates, and rubbers for recitation-rooms	do				300 00		
Compensation of chapel organist	do				200 00		
Compensation of librarian	Apr. 23, 1856 Feb. 15, 1883	11 22	5 418	2 1	120 00		
Pay of engineer of heating and ventilating apparatus for the academic building, cadet-barracks, the office building, chapel, and philosophical building, including the library	Feb. 15, 1883	22	418	1	1,200 00		
Pay of assistant engineer of the same	do				1,000 00		
Pay of five firemen	do				2,700 00		
Pay of librarian's assistant	Feb. 18, 1871 Feb. 15, 1883	16 22	414 418	1 1	1,000 00		
Increase and expense of library:							
Periodicals, binding, new books, and scientific, historical, biographical, and general literature	Feb. 15, 1883	22	418	1	2,000 00		
Additional tables and chairs, and repairing same	Submitted				200 00		
New cases and shelving, to accommodate increase of library	do				320 00		
Furniture for cadet-hospital, and repairs of the same	Feb. 15, 1883	22	418	1	100 00		
Purchase of bedding and necessary articles for the use of candidates previous to their admission into the academy	do				500 00		
Contingencies for superintendent of the academy	do				1,000 00		
Renewing furniture (desks and benches) in section-rooms	Submitted				1,000 00		
						$17,440 00	$14,370 00
NOTE.—The estimate submitted for "Buildings and grounds, Military Academy," will be found under the title "Public works," *post*.							
Total Military Academy						326,048 50	279,307 50
Total Military Establishment						27,136,152 41	24,951,557 50

NAVAL ESTABLISHMENT.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
UNDER THE NAVY DEPARTMENT.							
GENERAL EXPENSES.							
Pay of the Navy—							
Officers on sea-duty, officers on shore and other duty, officers on waiting-orders, officers on retired list; pay of petty officers, seamen, landsmen, and boys, including men in the engineers' force, and for the Coast-Survey Service and Fish Commission, 7,500 men and 750 boys, at the pay prescribed by law.....	.... May 12, 1879 Aug. 5, 1882 Mar. 3, 1883	R. S. R. S. R. S. 21 22 22	265 269 272 3 285–7 472,'3	1556 1569 1595 1 1 1	.....	$6,932,605 00	$7,133,980 00
NOTE.—For a detailed statement of the above estimate, see Appendix "W."							
Pay, Miscellaneous—							
For two secretaries, one to the Admiral and one to the Vice-Admiral; clerks to paymasters, clerks at inspections, navy yards and stations, and extra pay to men enlisted under honorable discharge; commission and interest, transportation of funds, exchange, mileage to officers while travelling under the orders of the United States, and for actual personal expenses of officers while travelling abroad under orders, and for travelling expenses of apothecaries, yeomen, and civilian employés; and for actual and necessary travelling expenses of naval cadets while proceeding from their homes to the Naval Academy for examination and appointment as cadets, and for payment of any such officers as may be in service, either upon the active or retired list, during the year ending June thirtieth, eighteen hundred and eighty-five, in excess of the numbers of each class provided for in this act, and for any increase of pay arising from different duty, as the needs of the service may require, three hundred and fifty thousand dollars.....	Appropriated..	22	473	1	.....	350,000 00	300,000 00
NOTE.—For the fiscal year 1884 there was appropriated the sum of $300,000, against an estimate of $375,000, made up upon settlements and claims filed in the Fourth Auditor's office, which amount of $300,000 will not be sufficient to pay the liabilities of that year. The sum now asked for will be absolutely required to meet the demands made upon that appropriation.							
Contingent, Navy—							
Contingent expenses of the Navy, namely: Rent and furniture of buildings and offices not in navy-yards; expenses of courts-martial and courts of inquiry, boards of investigation, examining-boards, with clerks' and witnesses' fees, and travelling expenses and costs; stationery and recording; expenses of purchasing-paymasters' offices at the various cities, including clerks, furniture, fuel, stationery, and incidental expenses; newspapers and advertising; foreign postage, telegraphing, foreign and domestic; telephones; copying; care of library; mail and express wagons, and livery and express fees, and cost of suits; commissions, warrants, diplomas, and discharges; relief of vessels in distress, and pilotage; recovery of valuables from shipwrecks; quarantine expenses, care and transportation of the dead; reports, professional investigations, and information from abroad, and all other emergencies and extraordinary expenses arising at home or abroad, but impossible to be anticipated or classified.....	Appropriated..	22	473	1	.....	100,000 00	100,000 00
BUREAU OF NAVIGATION.							
Navigation and Supplies—							
Foreign and local pilotage and towage of ships of war; services and materials in correcting compasses on board ship, and for adjusting and testing compasses on shore; nautical and astronomical instruments, nautical books, maps, charts, and sailing directions, and repairs of nautical instruments for ships of war; books for libraries of ships of war; naval signals and apparatus, namely, signal-lights, lanterns, rockets, running-lights, drawings and engravings for signal-books; compass-fittings, including binnacles, tripods, and other appendages of ships' compasses; logs and other appliances for measuring the ship's way, and leads and other appliances for sounding; lanterns and lamps, and their appendages for general use on board ship, including those for the							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Navigation and Supplies—Continued.							
cabin, ward-room, and steerage, for the holds and spirit-room, for decks and quartermasters' use; bunting and other materials for flags, and making and repairing flags of all kinds; oil for ships of war other than that used in the engineer department; candles when used as a substitute for oil in binnacles and running-lights; chimneys and wicks; and soap used in the navigation department; stationery for commanders and navigators of vessels of war, and for use of courts-martial; musical instruments and music for vessels of war; steering signals and indicators, and speaking-tubes and gongs for signal communications on board vessels of war, and for introducing electric lights on board vessels of war	.....	R. S.	733	3709, 3747	.....	$130,000 00	$100,000 00
	Appropriated..	22	473	1			
Outfit of Steel Cruisers and Monitors—							
Navigation outfit of the four new steel cruisers and of five monitors, authorized by Congress	Submitted.....	.....	.....	.....	.....	60,000 00	
Ocean Surveys—							
Special ocean surveys, and the publication thereof	Appropriated..	22	474	1	.....	20,000 00	10,000 00
Compass-Testing House—							
Erection of a compass-testing house	Submitted.....	.....	.....	.....	.....	7,000 00	
Publication of Professional Papers—							
Publication of professional papers	Submitted.....	.....	.....	.....	.....	12,000 00	
Contingent, Bureau of Navigation—							
Contingent expenses of the Bureau of Navigation, namely: For freight and transportation of navigation materials; postage, and telegraphing on public business; advertising for proposals; packing boxes and materials, and all other contingent expenses	.....	R. S.	721	3666	.....	4,000 00	4,000 00
	Appropriated..	22	474	1			
Civil Establishment, Bureau of Navigation—							
Civil establishment at navy yards and stations	Appropriated..	22	474	1	.....	6,000 00	5,000 00
BUREAU OF ORDNANCE.							
Ordnance and Ordnance Stores—							
Procuring, producing, and preserving ordnance material; for the armament of ships; for fuel, tools, material and labor to be used in the general work of the ordnance department; for furniture at magazines, at the ordnance dock, New York, and at the naval experimental battery	.....	R. S.	721	3666	$180,000 00		
	.....	R. S.	733	3709, 3747			
	Appropriated..	22	474	1			
NOTE.—The above amount is considered necessary to meet the requirements named during the year.							
Towards the modern armament of the Navy:							
40 machine cannon of small calibre	Submitted.....	.....	.....	.....	118,960 00		
20 Gatling guns	.....do.....	.....	.....	.....	33,000 00		
3,000 magazine-rifles	.....do.....	.....	.....	.....	101,250 00		
NOTE.—A similar estimate to the above was made last year, but not appropriated for. The items are absolutely necessary for the proper armament of the Navy.							
For machine tools	.....do.....	.....	.....	.....	20,000 00		
						453,210 00	150,000 00
NOTE.—This amount is required to procure or manufacture and set up machinery in the ordnance department at the Washington navy-yard, to be used in finishing the several parts of the new steel guns, and also for making such repairs as will become necessary after the new armament is put in service. The money should be made available as soon as appropriated.							
Repairs, Bureau of Ordnance—							
Necessary repairs to ordnance buildings, magazines, gun-parks, boats, lighters, wharves, machinery, and other objects of the like character, including a new iron powder-boat for use at the magazine, Ellis Island, New York, $3,500	.....	R. S.	721	3666	.....	15,800 00	15,000 00
	Appropriated..	22	474	1			
Contingent, Bureau of Ordnance—							
Miscellaneous items, viz: For freight to foreign and home stations; advertising and auctioneers' fees; cartage and express-charges; repairs to fire-engines; gas and water pipes; gas and water tax at magazines; toll, ferriage, foreign postage, and telegrams to and from the bureau	.....	R. S.	721	3666	.....	3,000 00	3,000 00
	Appropriated..	22	474	1			

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Civil Establishment, Bureau of Ordnance—							
For the civil estalishment at navy-yards	Appropriated..	22	474	1	.....	$12,234 50	$5,000 00
NOTE.—The increase asked for in the above item is to restore the former civil establishment under this bureau, except at the Washington navy-yard, where it increases the pay of the principal clerk to $1,600, and provides for one clerk at $1,200, and a writer at $1,000; it also changes the pay of the clerk at Portsmouth and Mare Island yards to $1,150 each. No clerk or writer is asked for at Pensacola.							
Torpedo Corps—							
Labor, material, freight, and express-charges; general repairs to grounds, buildings, wharves, &c.; boats; instruction; instruments, tools, furniture, experiments, and general torpedo outfits	.... Appropriated..	R. S. R. S. 22	721 733 474	3666 3709, 3747 1	$50,000 00		
Purchase of a torpedo-boat, and the working drawings of the same	Submitted	.....	.....	.....	55,000 00	105,000 00	50,000 00
NOTE.—The purchase of a fast torpedo-boat from one of the leading builders of the world will furnish our people with a type and example of the most advanced form of construction, which is not now available.							
BUREAU OF EQUIPMENT AND RECRUITING.							
Equipment of Vessels—							
Coal for steamers' and ships' use, including expenses for transportation, storage, and handling; hemp, wire, hides, and other materials for the manufacture of rope and cordage; iron for the manufacture of anchors, cables, galleys, and chains; canvas for the manufacture of sails, awnings, bags, and hammocks; heating apparatus for receiving-ships; and for the purchase of all other articles of equipment at home and abroad; and for the pay of labor in equipping vessels and manufacture of equipment articles in the several navy-yards	..... Appropriated..	R. S. 22	733 475	3709, 3747 1	.....	896,000 00	800,000 00
Transportation and Recruiting, Bureau of Equipment and Recruiting—							
Expenses of recruiting for the naval service, rent of rendezvous, and expenses of maintaining the same; advertising for men and boys; and for the transportation of enlisted men and boys, at home and abroad	..... Appropriated..	R. S. 22	721 475	3666 1	.....	25,000 00	25,000 00
Contingent, Bureau of Equipment and Recruiting—							
Extra expenses of training-ships; freight and transportation of equipment stores; printing, advertising, telegraphing, books, and models; postage, car-tickets, ferriage, ice; apprehension of deserters and stragglers; certificates and good-conduct badges for enlisted men; school-books for training-ships; medals for boys; and emergencies arising under cognizance of the Bureau of Equipment and Recruiting unforeseen and impossible to classify	..... Appropriated..	R. S. 22	721 475	3666 1	.....	10,000 00	10,000 00
Civil Establishment, Bureau of Equipment and Recruiting—							
Navy-yard, Kittery, Me.:							
One clerk	Appropriated..	22	475	1	1,300 00		
Navy-yard, Charlestown, Mass.:							
One superintendent of ropewalk	.....do.....	.....	.....	.....	1,800 00		
One clerk	.....do.....	.....	.....	.....	1,400 00		
One clerk	.....do.....	.....	.....	.....	1,300 00		
One clerk	.....do.....	.....	.....	.....	1,400 00		
One clerk	.....do.....	.....	.....	.....	1,300 00		
One writer	.....do.....	.....	.....	.....	1,017 25		
Navy-yard, Brooklyn, N. Y.:							
One clerk	.....do.....	.....	.....	.....	1,400 00		
One clerk	.....do.....	.....	.....	.....	1,300 00		
Navy-yard, League Island, Pa.:							
One clerk	.....do.....	.....	.....	.....	1,300 00		
Navy-yard, Washington, D. C.:							
One clerk	.....do.....	.....	.....	.....	1,400 00		
One clerk	.....do.....	.....	.....	.....	1,300 00		
One writer	.....do.....	.....	.....	.....	1,017 25		
Navy-yard, Norfolk, Va.:							
One clerk	.....do.....	.....	.....	.....	1,300 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Civil Establishment, Bureau of Equipment and Recruiting—Cont'd.							
Navy-yard, Pensacola, Fla.:							
One writer	Appropriated..	22	475	1	$1,017 25		
Navy-yard, Mare Island, Cal.:							
One clerk	.....do.....	.....	.....	.....	1,400 00	$18,251 75	$9,000 00
BUREAU OF YARDS AND DOCKS.							
Maintenance of Yards and Docks—							
General maintenance of yards and docks, namely: For freights and transportation of materials and stores; books, models, maps, and drawings; purchase and repair of fire-engines; machinery; repairs on steam fire-engines and attendance on the same; purchase and maintenance of oxen and horses, and driving teams; carts and timber-wheels, and all vehicles for use in navy-yards, and tools and repairs of the same; dredging; postage on letters and other mailable matter on public service, and telegrams; furniture for Government houses and offices in the navy-yards; coal and other fuel; candles, oil, and gas; cleaning and clearing up yards, and care of public buildings; attendance on fires, lights, fire engines and apparatus; for clerical and incidental labor at navy-yards; water-tax, and for tolls and ferriages; rent of officers' quarters at League Island; pay of the watchmen in the navy-yards; and for awning and packing-boxes, and advertising for yards and docks purposes	..... Appropriated..	R. S. 22	721 475	3666 1	....	420,000 00	264,000 00
Contingent, Bureau of Yards and Docks—							
Contingent expenses that may arise at navy yards and stations	..... Appropriated..	R. S. 22	721 475	3666 1	....	20,000 00	20,000 00
Civil Establishment, Bureau of Yards and Docks—							
Navy-yard, Portsmouth, N. H.:							
One clerk to civil engineer	Appropriated..	22	476	1	1,400 00		
One store-clerk	.....do.....	.....	.....	.....	1,300 00		
One writer and assistant draughtsman	.....do.....	.....	.....	.....	1,200 00		
One mail-messenger	.....do.....	.....	.....	.....	700 00		
Navy-yard, Boston, Mass.:							
One clerk to civil engineer	.....do.....	.....	.....	.....	1,500 00		
One draughtsman	.....do.....	.....	.....	.....	1,500 00		
One store-clerk	.....do.....	.....	.....	.....	1,400 00		
One writer, commandant's office	.....do.....	.....	.....	.....	1,017 25		
One writer, civil-engineer's office	.....do.....	.....	.....	.....	939 00		
One messenger and mail-carrier	.....do.....	.....	.....	.....	900 00		
Navy-yard, Brooklyn, N. Y.:							
One draughtsman	.....do.....	.....	.....	.....	1,500 00		
One clerk to civil engineer	.....do.....	.....	.....	.....	1,400 00		
One store-clerk	.....do.....	.....	.....	.....	1,300 00		
One muster and time clerk	.....do.....	.....	.....	.....	1,200 00		
One writer	.....do.....	.....	.....	.....	1,000 00		
Navy-yard, League Island, Pa.:							
One chief clerk	.....do.....	.....	.....	.....	1,600 00		
One store-clerk	.....do.....	.....	.....	.....	1,500 00		
One time-clerk	.....do.....	.....	.....	.....	1,500 00		
One draughtsman	.....do.....	.....	.....	.....	1,600 00		
One writer	..... do.....	.....	.....	.....	1,000 00		
One mail-messenger	.....do.....	.....	.....	.....	700 00		
Navy-yard, Washington, D. C.:							
One chief clerk to civil engineer	.....do.....	.....	.....	.....	1,400 00		
One store-clerk	.....do.....	.....	.....	.....	1,300 00		
One writer	.....do.....	.....	.....	.....	1,017 25		
Navy-yard, Norfolk, Va.:							
One clerk to civil engineer	.....do.....	.....	.....	.....	1,400 00		
One store-clerk	.....do.....	.....	.....	.....	1,300 00		
One draughtsman	.....do.....	.....	.....	.....	1,400 00		
One writer to civil engineer	.....do.....	.....	.....	.....	1,017 25		
One writer to commandant	.....do.....	.....	.....	.....	939 00		
One mail-messenger	.....do.....	.....	.....	.....	600 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Civil Establishment, Bureau of Yards and Docks—Continued.							
Navy-yard, Pensacola, Fla.:							
One clerk	Appropriated..	22	476	1	$1,300 00		
One clerk	....do....	....	....	....	1,200 00		
Navy-yard, Mare Island, Cal.:							
One clerk to civil engineer	....do....	....	....	....	1,500 00		
One store-clerk	....do....	....	....	....	1,400 00		
Two writers, at $1,200 each	....do....	....	....	....	2,400 00		
One draughtsman	....do....	....	....	....	1,600 00		
						$45,929 75	$24,000 00
Naval Asylum, Philadelphia, Pa.—							
One superintendent	Appropriated..	22	480	1	600 00		
One steward, (increase of $120 submitted)	....do....	....	....	....	600 00		
One matron, (increase of $120 submitted)	....do....	....	....	....	480 00		
One chief cook, (increase of $120 each)	....do....	....	....	....	360 00		
Two assistant cooks, (increase of $72 each submitted)	....do....	....	....	....	480 00		
One chief laundress	....do....	....	....	....	192 00		
Six laundresses, at $168 each	....do....	....	....	....	1,008 00		
Twelve scrubbers and waiters, (increase of three waiters submitted,) at $168 each	....do....	....	....	....	2,016 00		
Six laborers, at $240 each	....do....	....	....	....	1,440 00		
One stable-keeper and driver	....do....	....	....	....	360 00		
One master-at-arms, (increase of $120 submitted)	....do....	....	....	....	600 00		
One house-corporal, (increase of $60 submitted)	....do....	....	....	....	360 00		
One barber	....do....	....	....	....	360 00		
One carpenter	....do....	....	....	....	845 00		
Water-rent	....do....	....	....	....	2,000 00		
Cemetery, burial expenses, and headstones	....do....	....	....	....	350 00		
Improvement of grounds	....do....	....	....	....	500 00		
Repairs to buildings, furnaces, grates, ranges, furniture, and for furniture	....do....	....	....	....	4,500 00		
Car-tickets	....do....	....	....	....	200 00		
Increase of library and rebinding books	Submitted....	....	....	....	300 00		
Music in chapel	....do....	....	....	....	600 00		
Erecting brick building in rear of main building, for kitchen, laundry, and servants' quarters	....do....	....	....	....	18,000 00		
Fitting up bath-room with twelve tubs for beneficiaries' use	....do....	....	....	....	800 00		
Removing laundry boilers and tubs to new building, and plumbing	....do....	....	....	....	400 00		
Kitchen-range for new building	....do....	....	....	....	800 00		
Support of beneficiaries	Appropriated..	22	480	1	54,100 00		
						92,251 00	59,813 00
BUREAU OF MEDICINE AND SURGERY.							
Medical Department—							
Support of the medical department, for surgeons' necessaries for vessels in commission, navy-yards, naval stations, Marine Corps, and Coast Survey	.... / Appropriated..	R. S. / 22	733 / 476	3709, 3747 / 1	....	40,000 00	40,000 00
Naval-Hospital Fund—							
Maintenance of the naval hospitals at Portsmouth, N. H.; Chelsea, Mass.; Brooklyn, N. Y.; Philadelphia, Pa.; Annapolis, Md.; Washington, D. C.; Norfolk, Va.; Pensacola, Fla.; Mare Island, Cal.; and Yokohama, Japan	Appropriated..	22	476	1	....	30,000 00	30,000 00
Contingent, Bureau of Medicine and Surgery—							
Contingent expenses of the bureau; for freight on medical stores; transportation of insane patients; advertising, telegraphing, purchase of books, expenses attending the medical board of examiners; rent of rooms for naval dispensary and museum of hygiene; hygienic and sanitary investigation and illustration; purchase and repair of wagons and harness; purchase and feed of horses and cows; trees, garden tools and seeds	.... / Appropriated..	R. S. / 22	721 / 476	3666 / 1	....	25,000 00	25,000 00
Repairs, Bureau of Medicine and Surgery—							
Necessary repairs of naval laboratory; naval hospitals and appendages, including roads, wharves, out-houses, sidewalks, fences, gardens, farms, and cemeteries	Appropriated..	22	476	1	....	30,000 00	15,000 00
Civil Establishment, Bureau of Medicine and Surgery—							
Pay of employés at the several naval hospitals, navy-yards, naval laboratory, and Naval Academy	Appropriated..	22	476	1	....	40,000 00	20,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
BUREAU OF PROVISIONS AND CLOTHING.							
Provisions for the Navy—							
To pay 1,100 officers for commuted rations, being on duty and entitled to the same, at 30 cents per day.....	.....	R. S.	733	3709, 3747	$120,450 00		
	May 12, 1879	21	3	1			
	Mar. 3, 1883	22	476	1			
To pay 1,650 men and boys for commuted rations, being one-fifth of the number allowed, at 30 cents per day..	Same acts	.....	.....	.....	180,675 00		
To pay 200 marines for commuted rations, being one-fifth of the number on duty entitling them to a ration, at 30 cents per day	.....do.....	.....	.....	.....	21,900 00		
For the purchase of rations for 7,400 men, boys, and marines, expenses of inspections and storehouses, and for water for drinking and cooking on board ships	.....do.....	.....	.....	.....	876,975 00		
						$1,200,000 00	$1,100,000 00
Contingent, Bureau of Provisions and Clothing—							
Freight on shipments, candles, fuel, books and blanks, stationery, advertising, furniture for inspections and pay offices in navy-yards, foreign postage, telegrams, express-charges, tolls, ferriage, car-tickets, yoemen's stores, iron safes, newspapers, ice, and other expenses not enumerated.....	.....	R. S.	721	3666	.....	60,000 00	40,000 00
	Appropriated..	22	476	1			
Civil Establishment, Bureau of Provisions and Clothing—							
Navy-yard, Boston, Mass.:							
One writer to paymaster.....	Appropriated..	22	476	1	1,017 25		
One writer to inspector.....	.....do.....	.....	.....	.....	1,017 25		
Navy-yard, Brooklyn, N. Y.:							
One writer to inspector.....	.....do.....	.....	.....	.....	1,017 25		
One writer to paymaster	.....do.....	.....	.....	.....	1,017 25		
One writer to paymaster	.....do.....	.....	.....	.....	939 00		
One writer in clothing-manufacturing room.....	.....do.....	.....	.....	.....	1,017 25		
Navy-yard, League Island, Pa.:							
One writer to paymaster.....	.....do.....	.....	.....	.....	1,017 25		
Navy-yard, Washington, D. C.:							
One writer to paymaster.....	.....do.....	.....	.....	.....	1,300 00		
Navy-yard, Norfolk, Va.:							
One writer to paymaster.....	.....do.....	.....	.....	.....	1,017 25		
One writer to inspector.....	.....do.....	.....	.....	.....	1,017 25		
Navy-yard, Mare Island, Cal.:							
One writer to paymaster.....	.....do.....	.....	.....	.....	1,017 25		
One writer to inspector.....	.....do.....	.....	.....	.....	1,017 25		
						12,411 50	6,000 00
BUREAU OF CONSTRUCTION AND REPAIR.							
Construction and Repair of Vessels—							
Preservation and completion of vessels on the stocks and in ordinary; purchase of materials and stores of all kinds; labor in navy-yards and on foreign stations; purchase of machinery and tools for use in shops; wear, tear, and repair of vessels afloat, and for general care, increase, and protection of the Navy in the line of construction and repair; incidental expenses, such as advertising, foreign postages, telegrams, photographing, books, plans, stationery, and instruments for drawing-room	.....	R. S.	721	3666	.....	1,750,000 00	1,100,000 00
	.....	R. S.	733	3709, 3747			
	Appropriated..	22	476	1			
Civil Establishment, Bureau of Construction and Repair—							
Navy-yard, Kittery, Me.:							
One clerk to naval constructor.....	Appropriated..	22	476	1	1,400 00		
One clerk of storehouses	.....do.....	.....	.....	.....	1,300 00		
Three writers, at $1,017.25 each.....	.....do.....	.....	.....	.....	3,051 75		
Navy-yard, Boston, Mass.:							
One clerk to naval constructor.....	.....do.....	.....	.....	.....	1,400 00		
One clerk of storehouses	.....do.....	.....	.....	.....	1,300 00		
Three writers, at $1,017.25 each.....	.....do.....	.....	.....	.....	3,051 75		
Navy-yard, Brooklyn, N. Y.:							
One clerk to naval constructor.....	.....do.....	.....	.....	.....	1,400 00		
One clerk of storehouses	.....do.....	.....	.....	.....	1,300 00		
Three writers, at $1,017.25 each.....	.....do.....	.....	.....	.....	3,051 75		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Civil Establishment, Bureau of Construction and Repair—Continued.							
Navy-yard, League Island, Pa.:							
One clerk to naval constructor	Appropriated	22	476	1	$1,400 00		
One clerk of storehouses	do				1,300 00		
Two writers, at $1,017.25 each	do				2,034 50		
Navy-yard, Washington, D. C.:							
One clerk to naval constructor	do				1,400 00		
Two writers, at $1,017.25 each	do				2,034 50		
Navy-yard, Norfolk, Va.:							
One clerk to naval constructor	do				1,400 00		
One clerk of storehouses	do				1,300 00		
Three writers, at $1,017.25 each	do				3,051 75		
Navy-yard, Pensacola, Fla.:							
One writer	do				1,017 25		
Navy-yard, Mare Island, Cal.:							
One clerk to naval constructor	do				1,400 00		
One clerk of storehouses	do				1,300 00		
Two writers, at $1,017.25 each	Submitted				2,034 50		
						$36,927 75	$20,000 00
BUREAU OF STEAM-ENGINEERING.							
Steam-Machinery—							
Repairs, completion, and preservation of machinery and boilers, including steam-steerers, steam-capstans, steam-windlasses, &c., in vessels on the stocks, in ordinary, &c.; purchase and preservation of all materials and stores; purchase, fitting, and repairs of machinery and tools in the navy yards and stations; wear, tear, and repair of machinery and boilers of naval vessels; incidental expenses for naval vessels, yards, and bureau, such as foreign postages, telegrams, advertising, publishing reports of tests and experiments, freight, photographing, books, stationery, instruments, &c		R. S.	721	3666			
		R. S.	733	3709, 3747		1,200,000 00	1,000,000 00
	Appropriated	22	477	1			
Contingent, Bureau of Steam-Engineering—							
Drawing materials, instruments, &c., for the draughting-rooms	Appropriated	22	477	1		1,000 00	1,000 00
Civil Establishment, Bureau of Steam-Engineering—							
Navy-yard, Portsmouth, N. H.:							
One clerk to chief engineer	Appropriated	22	477	1	1,400 00		
One store-clerk	do				1,300 00		
Navy-yard, Boston, Mass.:							
One clerk to chief engineer	do				1,400 00		
One store-clerk	do				1,300 00		
Navy-yard, Brooklyn, N. Y.:							
One clerk to chief engineer	do				1,400 00		
One clerk	do				1,300 00		
One store-clerk	do				1,300 00		
Navy-yard, League Island, Pa.:							
One clerk to chief engineer	do				1,400 00		
One store-clerk	do				1,300 00		
Navy-yard, Washington, D. C.:							
One clerk to chief engineer	do				1,400 00		
One store-clerk	do				1,300 00		
One writer	do				1,017 25		
Navy-yard, Norfolk, Va.:							
One clerk to chief engineer	do				1,400 00		
One store-clerk	do				1,300 00		
Navy-yard, Pensacola, Fla.:							
One writer	do				1,017 25		
Navy-yard, Mare Island, Cal.:							
One clerk to chief engineer	do				1,400 00		
One store-clerk	do				1,300 00		
						22,234 50	10,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
INCREASE OF THE NAVY.							
Steel Cruisers, Construction—							
Completing three new steel cruisers and one despatch-boat, authorized by act of Congress approved March 3, 1883, as follows:							
"Chicago"	Mar. 3, 1883	22	477	1	$349,133 45		
"Boston"					231,853 28		
"Atlanta"					231,853 27		
"Dolphin"					108,660 00		
						$921,500 00	*$923,000 00
Screw-Vessels, Construction—							
Completing the "New York," at the Brooklyn navy-yard, and the "Mohican," at the Mare Island navy-yard	Submitted					400,000 00	
Vessels for Training-Squadron—							
Labor in building two clipper bark-rigged sailing-vessels, for training-squadron	do					100,000 00	
Tools for Construction of Vessels—							
Tools required in navy-yards for building iron and steel vessels	do					150,000 00	
Double-Turreted Monitors, Construction—							
Completing four double-turreted monitors, as follows:							
"Puritan"	Submitted				955,341 56		
"Terror"	do				627,287 68		
"Amphitrite"	do				639,583 68		
"Monadnock"	do				701,441 70		
						2,923,654 62	
Total under Bureau of Construction and Repair	$4,495,154 62						
Steel Cruisers, Machinery—							
For completion of steam machinery, boilers, &c., with necessary fittings, &c., for sea-service, of steel cruisers and despatch-boat under contract with John Roach, as per act approved March 3, 1883:							
United States steel cruiser "Chicago"	Mar. 3, 1883	22	477	1	220,000 00		
United States steel cruiser "Boston"					155,000 00		
United States steel cruiser "Atlanta"					155,000 00		
United States despatch-boat "Dolphin"					90,000 00		
						620 000 00	†377,000 00
NOTE.—This appropriation to be made immediately available from the passage of the act appropriating the same.							
Screw-Vessels, Machinery—							
For completion of new machinery, boilers, &c., for the United States steamer "New York," at the Brooklyn navy-yard	Submitted					100,000 00	
Total under Bureau of Steam-Engineering	$720,000						
Steel Cruisers and Monitors, Equipment—							
For completing equipment outfits of three new cruisers, one despatch-boat, and the monitors now in course of construction	Submitted					113,000 00	
Total under Bureau of Equipment and Recruiting	$113,000						
Steel Cruisers, Ordnance—							
To complete the ordnance outfit of the four new steel cruisers	Submitted					449,027 00	
NOTE.—This amount should be made available as soon as appropriated.							

*Of the appropriation of $1,300,000, made by the act of March 3, 1883, (22 Stats., 477,) for the construction of steel cruisers, the sum of $377,000 was designated by the Secretary of the Navy to be expended under the Bureau of Steam-Engineering.

†This amount was designated by the Secretary of the Navy to be expended by the Bureau of Steam-Engineering for machinery of these vessels, from the appropriation of $1,300,000.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Monitors, Ordnance—							
Amount required to supply the ordnance outfits of the monitors "Puritan," "Terror," "Miantonomoh," "Amphitrite," and "Monadnock"	Submitted					$1,073,000 00	
NOTE.—No torpedo outfit is estimated for. If an auto-mobile, similar to the Whitehead, should be used, $100,000 additional would be necessary.							
Steel-Rifled Breech-Loading Guns—							
To continue the manufacture of modern guns, carriages, and ammunition for the re-armament of the Navy	..... Aug. 5, 1882 Mar. 3, 1883 Submitted	R. S. 721 22 288 23 474		3666 1 1	.....	599,400 00	
Total under Bureau of Ordnance	$2,121,427 00						
Total Estimates, increase of the Navy	7,449,581 62						
NAVAL ACADEMY.							
Pay of Professors and others, Naval Academy—							
One professor of mathematics and one of chemistry, at $2,500 each	Appropriated	22	478	1	$5,000 00		
One professor of English studies, history, and law, one professor of physics, and one of Spanish, at $2,200 each	do				6,600 00		
One assistant professor of English studies, history, and law, four of French, and one of drawing, at $1,800 each	do				10,800 00		
One sword-master	do				1,500 00		
Two assistant sword-masters, at $1,000 each	do				2,000 00		
One boxing-master and gymnast	do				1,200 00		
One assistant librarian	do				1,400 00		
One secretary of the Naval Academy	do				1,800 00		
Three clerks to the superintendent, at $1,200, $1,000, and $800, respectively	do				3,000 00		
One clerk to the commandant of cadets	do				1,200 00		
One clerk to pay officer	do				1,000 00		
One dentist	do				1,600 00		
One baker	do				600 00		
One mechanic in the department of physics and chemistry	do				730 00		
One cook	do				325 50		
One messenger to superintendent	do				600 00		
One armorer	do				529 50		
One gunner's mate	do				469 50		
One quarter-gunner	do				409 50		
One coxswain	do				469 50		
One seaman in department of seamanship	do				349 50		
One attendant in the department of astronomy, and one in the department of physics and chemistry, at $25 per month each	do				600 00		
Six attendants at recitation-rooms, library, store, chapel, and offices, at $20 per month each	do				1,440 00		
One band-master	do				528 00		
Twenty-one first-class musicians, at $348 each	do				7,308 00		
Seven second-class musicians, at $300 each	do				2,100 00		
Additional pay to third clerk to superintendent	Submitted				200 00		
One mess-man	do				288 00		
Additional pay for mechanic in department of physics and chemistry, so that he may receive $3.50 per day	do				365 50		
Additional pay to six attendants at recitation-rooms, library, store, chapel, and offices, at $5 per month each	do				360 00		
One messenger to commandant of cadets	do				300 00		
						55,072 50	$53,559 00
NOTE.—The duties performed by the third clerk to the Superintendent require a responsible and competent person, and the labor performed is fully worth $1,000 per annum. A mess-man has been allowed for twenty-eight years; it was omitted from the last appropriation act through a misunderstanding. The position of mechanic in department of physics and chemistry requires a skilled mechanic and instrument-maker. The attendants must be trustworthy persons, and they should receive more pay than ordinary scrubbers and cleaners. A messenger is a necessity to the officer filling the position of commandant of cadets.							
Pay of Watchmen and others, Naval Academy—							
One captain of the watch and weigher, at $2.50 per day, (365 days)	Appropriated	22	478	1	912 50		
Four watchmen, at $2 per day each, (365 days)	do				2,920 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Pay of Watchmen and others, Naval Academy—Continued.							
One foreman of the gas and steam-heating works of the academy, at $5 per day, (365 days)	Appropriated..	22	478	1	$1,825 00		
Ten attendants at gas and steam-heating works—one at $3, one at $2.50, and eight at $2 per day each, (365 days)	....do....	....	....	....	7,847 50		
One steam-pipe fitter	....do....	....	....	....	600 00		
One foreman of joiners, one foreman of painters, and one foreman of masons, at $3.50 per day each, (313 days)	....do....	....	....	....	3,286 50		
One mason, at $3 per day	....do....	....	....	....	939 00		
Two joiners and one painter, at $2.50 per day each, (313 days)	....do....	....	....	....	2,347 50		
One tinner, one gas-fitter, and one blacksmith, at $2.50 per day each, (313 days)	....do....	....	....	....	2,347 50		
						$23,025 50	$23,062 50
Pay of Mechanics and others, Naval Academy—							
One mechanic at workshop, at $2.25 per day, (313 days)	Appropriated..	22	479	1	704 25		
One master-laborer to keep public grounds in order, at $2.28 per day, (365 days)	....do....	....	....	....	832 20		
Fourteen laborers to assist in same—three at $2 per day each, and eleven at $1.50 per day each	....do....	....	....	....	7,510 50		
One laborer to superintend quarters of cadets, at $2 per day	....do....	....	....	....	730 00		
Twenty servants to attend and keep in order quarters of cadets and public buildings, at $20 per month each	....do....	....	....	....	4,800 00		
						14,576 95	14,590 23
Pay of Steam-Employés, Naval Academy—							
Pay of the employés in the department of steam-engineering, viz:							
One master-machinist, one boiler-maker, and one pattern-maker, at $3.50 per day each, (313 days)	Appropriated..	22	479	1	3,286 50		
Two machinists and one blacksmith, at $2.50 per day each, (313 days)	....do....	....	....	....	2,347 50		
Four laborers, at $1.50 each per day, (two for 365 days and two for 313 days)	....do....	....	....	....	2,034 00		
One moulder, at $2.50 per day, (313 days,) see note	Submitted	....	....	....	782 50		
						8,450 50	7,671 00
Repairs and Improvements, Naval Academy—							
Necessary repairs of public buildings, pavements, wharves, and walls enclosing the grounds of the Naval Academy, and for improvements, repairs, and furniture and fixtures	Appropriated..	22	479	1	....	21,000 00	21,000 00
Heating and Lighting, Naval Academy—							
Fuel for heating and lighting the academy and school-ships	Appropriated..	22	479	1	....	17,000 00	17,000 00
Contingent Expenses, Naval Academy—							
Purchase of books for the library	Appropriated..	22	479	1	....	2,000 00	2,000 00
Stationery, blank books, models and maps, and for text-books for use of instructors	....do....	....	....	....	....	2,000 00	2,000 00
Expenses of Board of Visitors to the Naval Academy	....do....	....	....	....	1,500 00		
Additional for expenses of Board of Visitors to the Naval Academy, (see note)	Submitted	....	....	....	1,100 00		
						2,600 00	1,500 00
Purchase of chemicals, apparatus, and instruments in the department of physics and chemistry, and for repairs to the same	Appropriated..	22	479	1	....	2,500 00	2,500 00
Purchase of gas and steam-machinery, steam pipe and fittings, rent of buildings for use of the academy, freight, cartage, water, music, musical and astronomical instruments, uniforms for the bandsmen, telegraphing, and for feed and maintenance of teams, and for the current expenses and repairs of all kinds, and for incidental labor and expenses not applicable to any other appropriation	....do....	....	....	....	....	34,600 00	34,600 00
Stores in the department of steam-engineering	....do....	....	....	....	....	800 00	800 00
Materials for repairs in steam-machinery	....do....	....	....	....	....	1,000 00	1,000 00

NOTE.—A moulder has been allowed for sixteen years, except the present year. The services of a moulder are necessary. The average yearly expenses of the Board of Visitors for eight years has been $2,520.89. The expense for the year 1883 was $2,591.75. Of this amount, $1,317.84 was required for travelling expenses of *ten* members of the board. *Two* members of the board were not present, and drew no travel-pay.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
MARINE CORPS.							
Pay, Marine Corps—							
Pay of officers on the active list:							
One colonel commandant, one colonel, two lieutenant-colonels, one adjutant and inspector, one quartermaster, one paymaster, four majors, two assistant quartermasters, one judge-advocate general United States Navy, nineteen captains, thirty first lieutenants, and thirty second lieutenants $196, 440							
Pay of officers on the retired list:							
One colonel, three majors, two assistant quartermasters, three captains, two first lieutenants, and three second lieutenants $27, 748	.....	R. S.	272	1596, 1623			
Pay of non-commissioned officers, musicians, and privates:	June 30, 1834	4	713	4, 5			
	Mar. 2, 1847	9	155	3			
	Aug. 5, 1854	10	586	1			
	Feb. 21, 1857	11	163	1			
	July 17, 1862	12	594	2			
	June 30, 1864	13	144	1			
One sergeant major, one quartermaster-sergeant, one leader of the band, one drum-major, fifty first sergeants, one hundred and forty sergeants, one hundred and eighty corporals, thirty musicians, ninety-six drummers and fifers, and one thousand five hundred privates.....$389, 052	Mar. 3, 1865	13	487	1	.....	$667, 275 00	$642, 985 00
	July 28, 1866	14	334	13			
	July 28, 1866	14	337	37			
	Mar. 2, 1867	14	422	1			
	July 15, 1870	14	517	7			
Pay of civil force:							
Ten clerks and two messengers.....$16, 035	Navy Reg's, July 18, 1816.						
Undrawn clothing:							
For payments to discharged soldiers for clothing undrawn.....$20, 000	Mar. 3, 1883	22	479,'80	1			
Transportation:							
Transportation of officers travelling under orders without troops.....$8, 000							
Commutation of quarters:							
Commutation of quarters for officers, where there are no public buildings $10, 000							
Provisions, Marine Corps—							
For 1,000 non-commissioned officers, musicians, privates, and washerwomen, 365 days, at one ration per day, is 365,000 rations, at 19 cents per ration.....	.....	R. S.	733	3709, 3747	$69, 350 00		
	Appropriated..	22	480	1			
Difference between the cost of rations, at 19 cents, and commutation, at $1, for one enlisted man employed as clerk to colonel commandant, 365 days, is 365 rations, at 81 cents per ration, is.....	Same acts.....	.....	.....	.....	295 65		
Difference between the cost of rations, at 19 cents, and commutation, at 75 cents, for eight enlisted men employed as clerks and messengers in commandant's, adjutant and inspector's, paymaster's, and quartermasters' offices, Washington, D. C., and assistant quartermasters' offices, Philadelphia, Pa., 365 days, is 2,920 rations, at 56 cents per ration, is.....	.....do.....	.....	.....	.....	1, 635 20		
Difference between the cost of rations, at 19 cents, and commutation, at 50 cents, for three enlisted men employed as above, 365 days, is 1,095 rations, at 31 cents per ration, is.....	.....do.....	.....	.....	.....	339 45		
						71, 620 30	60, 000 00
NOTE.—Commutation in lieu of rations in kind, at the rate of $1, 75, and 50 cents, to the above enlisted men, is authorized by order of the Navy Department, June 28, 1880.							
Clothing, Marine Corps—							
For 2,000 non-commissioned officers, musicians, and privates, at $42.80 per annum, actual cost.....	.....	R. S.	733	3709, 3747	85, 600 00		
	Appropriated..	22	480	1			
500 overcoats, at $10.03 each.....	Same acts.....	.....	.....	.....	5, 015 00		
						90, 615 00	77, 000 00
Fuel, Marine Corps—							
For 3,894 cords of wood, as follows: One colonel commandant, one colonel, two lieutenant-colonels, four majors, three staff majors, two staff captains, twelve captains, fifteen first lieutenants, fifteen second lieutenants, one thousand non-commissioned officers, musicians, privates, and washerwomen, six hospitals, one armory, five mess-rooms for officers, sixteen offices for commandant and staff and commanding officers of posts, nine rooms for officers of the day, nine guard-rooms at barracks and navy-yards, three stores for clothing and other supplies; one-fourth additional on 2,400 cords, the quantity supposed to be required in latitude north 36 degrees, from 1st September to 30th April, 600 cords; amounting, in all, to 3,894 cords, at $6 per cord.....	.....	R. S.	733	3709, 3747	.....	23, 364 00	18, 000 00
	Appropriated..	22	480	1			

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
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Military Stores, Marine Corps—							
Pay of one chief armorer, at $3 per day, $939; three mechanics, at $2.50 each per day, $2,347.50; in all...	.....	R. S.	733	3709, 3747	$3,286 50		
	Appropriated..	22	480	1			
Purchase of military equipments, such as cartridge-boxes, bayonet-scabbards, haversacks, blanket-bags, canteens, musket-slings, swords, drums, bugles, flags, &c.....	Same acts.....	.....	.....	.....	9,000 00		
Purchase of 100 Springfield rifles, calibre .45, at $15 each..	.....do.....	.....	.....	.....	1,500 00		
Purchase of ammunition.....	.....do.....	.....	.....	.....	1,000 00		
Purchase and repair of instruments for band and purchase of music, &c.....	.....do.....	.....	.....	.....	500 00		
						$15,286 50	$9,786 50
Transportation and Recruiting, Marine Corps—							
Transportation of troops, and the expenses of the recruiting service.....	Appropriated..	22	480	1	.....	10,000 00	10,000 00
Repair of Barracks, Marine Corps—							
At Portsmouth, N. H.; Boston, Mass.; Brooklyn, N. Y.; League Island, Pa.; Annapolis, Md.; headquarters and navy-yard, Washington, D. C.; Gosport, Va.; and Mare Island, Cal.....	Appropriated..	22	480	1	10,000 00		
Rent of building used for manufacture of clothing, store for supplies, and offices of assistant quartermasters, Philadelphia, Pa.....	.....do.....	.....	.....	.....	2,000 00		
Hire of quarters for six enlisted men employed as clerks and messengers at headquarters, Washington, D. C., and assistant quartermasters' offices, Philadelphia, Pa., at $21 each per month.....	.....do.....	.....	.....	.....	1,512 00		
Hire of quarters for three enlisted men employed as above, at $10 each per month.....	.....do.....	.....	.....	.....	360 00		
						13,872 00	10,000 00
NOTE.—Hire of quarters at $21 and $10 per month, for the above enlisted men, authorized by order of the Navy Department, June 28, 1880.							
Forage for Horses, Marine Corps—							
Forage in kind for four horses of the quartermaster's department and the authorized number of officers' horses..	Appropriated..	22	480	1	.....	5,400 00	5,400 00
Contingent, Marine Corps—							
Gas and oil at marine barracks, Portsmouth, N. H.; Boston, Mass.; Brooklyn, N. Y.; League Island, Pa.; assistant quartermaster's offices, Philadelphia, Pa.; Annapolis, Md.; headquarters and navy-yard, Washington, D. C.; Gosport, Va.; Pensacola, Fla.; and Mare Island, Cal.....	Appropriated..	22	480	1	4,742 85		
Water at marine barracks, Boston, Mass.; Brooklyn, N. Y.; Annapolis, Md.; and Mare Island, Cal.....	.....do.....	.....	.....	.....	1,051 95		
Straw for bedding for enlisted men at the various posts...	.....do.....	.....	.....	.....	1,037 07		
Furniture for Government houses.....	.....do.....	.....	.....	.....	5,000 00		
Freight, ferriage, toll, cartage, funeral expenses of marines, stationery, telegraphing, rent of telephones, apprehension of deserters, per diem to enlisted men employed on constant labor, repairs of gas and water fixtures, office and barrack furniture, mess utensils for enlisted men, packing-boxes, wrapping-paper, oil-cloth, crash, rope, twine, carpenter's tools, tools for police purposes, purchase and repair of hose, repairs to public carryall, purchase and repair of harness, repair of fire-extinguishers, purchase and repair of hand-carts and wheelbarrows, purchase and repair of cooking-stoves, ranges, &c., stoves where there are no grates, purchase of ice, towels, and soap for offices, improving parade-grounds, repair of pumps and wharves, laying drain and water pipes, introducing gas, and for other purposes.....	.....do.....	.....	.....	.....	18,423 89		
						30,255 76	25,000 00
Total Naval Establishment.....	.....	.....	.....	.....	.....	22,747,751 38	14,834,247 23

INDIAN AFFAIRS.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
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UNDER THE DEPARTMENT OF THE INTERIOR.							
INDIAN SERVICE, CURRENT AND CONTINGENT EXPENSES.							
Pay of Indian Agents—							
Pay of sixty-two agents of Indian affairs, at the following-named agencies, at the rates respectively indicated, viz:							
At Warm Springs agency, Oregon	Mar. 1, 1883	22	433,'4	1	$1,000 00		
Increase	Submitted				500 00		
At the Klamath agency, Oregon	Mar. 1, 1883	22	433,'4	1	1,100 00		
Increase	Submitted				400 00		
At the Grand Ronde agency, Oregon	Mar. 1, 1883	22	433,'4	1	1,000 00		
Increase	Submitted				500 00		
At the Siletz agency, Oregon	Mar. 1, 1883	22	433,'4	1	1,200 00		
Increase	Submitted				300 00		
At the Umatilla agency, Oregon	Mar. 1, 1883	22	433,'4	1	1,200 00		
Increase	Submitted				300 00		
At the Neah Bay agency, Washington Territory	Mar. 1, 1883	22	433,'4	1	1,000 00		
Increase	Submitted				500 00		
At the Yakama agency, Washington Territory	Mar. 1, 1883	22	433,'4	1	2,000 00		
At the Colville agency, Washington Territory	do				1,500 00		
At the Nisqually and S'Kokomish agency, Washington Territory	Mar. 1, 1883	22	433,'4	1	1,200 00		
Increase	Submitted				300 00		
At the Qui-nai-elt agency, Washington Territory	Mar. 1, 1883	22	433,'4	1	1,000 00		
Increase	Submitted				500 00		
At the Tulalip agency, Washington Territory	Mar. 1, 1883	22	433,'4	1	1,000 00		
Increase	Submitted				500 00		
At the Round Valley agency, California	Mar. 1, 1883	22	433,'4	1	1,500 00		
At the Hoopa Valley agency, California	Submitted				1,500 00		
At the Tule River agency, California	Mar. 1, 1883	22	433,'4	1	1,000 00		
Increase	Submitted				500 00		
At the Mission agency, California	Mar. 1, 1883	22	433,'4	1	1,300 00		
Increase	Submitted				200 00		
At the Nevada agency, Nevada	Mar. 1, 1883	22	433,'4	1	1,800 00		
At the Western Shoshone agency, Nevada	do				1,800 00		
At the Nez Percé agency, Idaho	do				1,600 00		
At the Lemhi agency, Idaho	do				1,100 00		
Increase	Submitted				400 00		
At the Fort Hall agency, Idaho	Mar. 1, 1883	22	433,'4	1	1,500 00		
At the Flathead agency, Montana	do				1,500 00		
At the Blackfeet agency, Montana	do				1,800 00		
At the Crow agency, Montana	do				2,000 00		
At the Fort Peck agency, Montana	do				2,000 00		
At the Fort Belknap agency, Montana	do				1,000 00		
Increase	Submitted				500 00		
At the Yankton agency, Dakota	Mar. 1, 1883	22	433,'4	1	1,600 00		
At the Crow Creek and Lower Brule agency, Dakota	do				1,800 00		
At the Standing Rock agency, Dakota	do				1,700 00		
At the Cheyenne River agency, Dakota	do				1,500 00		
At the Fort Berthold agency, Dakota	do				1,500 00		
Increase	Submitted				100 00		
At the Sisseton agency, Dakota	Mar. 1, 1883	22	433,'4	1	1,500 00		
At the Devil's Lake agency, Dakota	do				1,200 00		
Increase	Submitted				300 00		
At the Pine Ridge agency, Dakota	Mar. 1, 1883	22	433,'4	1	2,200 00		
At the Rosebud agency, Dakota	do				2,200 00		
At the Shoshone agency, Wyoming Territory	do				1,500 00		
At the Uintah agency, Utah	do				1,500 00		
At the Ouray agency, Utah	do				1,500 00		
At the Pueblo agency, New Mexico	do				2,000 00		
At the Navajo agency, New Mexico	do				1,500 00		
Increase	Submitted				500 00		
At the Mescalero agency, New Mexico	Mar. 1, 1883	22	433,'4	1	1,500 00		
At the Southern Ute agency, Colorado	do				1,400 00		
Increase	Submitted				100 00		
At the Omaha and Winnebago agency, Nebraska	Mar. 1, 1883	22	433,'4	1	1,600 00		
At the Santee agency, Nebraska	do				1,200 00		
Increase	Submitted				300 00		
At the Pottawatomie and Great Nemaha agency, Kansas	Mar. 1, 1883	22	433,'4	1	1,000 00		
Increase	Submitted				500 00		
At the Ponca and Oakland agency, Indian Territory	Mar. 1, 1883	22	433,'4	1	1,500 00		
At the Pawnee and Otoe agency, Indian Territory	Submitted				1,500 00		
At the Sac and Fox agency, Indian Territory	Mar. 1, 1883	22	433,'4	1	1,200 00		
Increase	Submitted				300 00		
At the Quapaw agency, Indian Territory	Mar. 1, 1883	22	433,'4	1	1,500 00		
At the Osage agency, Indian Territory	do				1,600 00		
Increase	Submitted				200 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Pay of Indian Agents—Continued.							
At the Cheyenne and Arapahoe agency, Indian Territory..	Mar. 1, 1883	22	433,'4	1	$2,200 00		
At the Kiowa agency, Indian Territory	....do....	....	....	....	2,000 00		
At the Union agency, Indian Territory	....do....	....	....	....	1,800 00		
At the White Earth agency, Minnesota	....do....	....	....	....	1,600 00		
Increase	Submitted	....	....	....	400 00		
At the Sac and Fox agency, Iowa	Mar. 1, 1883	22	433,'4	1	1,000 00		
Increase	Submitted	....	....	....	500 00		
At the Green Bay agency, Wisconsin	Mar. 1, 1883	22	433,'4	1	1,500 00		
At the La Pointe agency, Wisconsin	....do....	....	....	....	2,000 00		
At the Mackinac agency, Michigan	....do....	....	....	....	1,200 00		
Increase	Submitted	....	....	....	300 00		
At the New York agency, New York	Mar. 1, 1883	22	433,'4	1	1,200 00		
At the Colorado River agency, Arizona	....do....	....	....	....	1,500 00		
At the Pima agency, Arizona	....do....	....	....	....	1,800 00		
At the San Carlos agency, Arizona	....do....	....	....	....	2,000 00		
At the Eastern Cherokee agency, North Carolina	....do....	....	....	....	800 00		
					$101,300 00		$89,400 00
Pay of Interpreters—							
Pay of necessary interpreters, to be distributed in the discretion of the Secretary of the Interior	.... / Mar. 1, 1883	R. S. 22	362 434	2068 1	....	30,000 00	20,000 00
Pay of Indian Inspectors—							
Pay of five Indian inspectors, at $3,000 per annum each..	.... / Mar. 1, 1883	R. S. 22	360 434	2043',4 1	....	15,000 00	15,000 00
Travelling Expenses of Indian Inspectors—							
Necessary travelling expenses of five Indian inspectors, including incidental expenses of inspection and investigation	.... / Mar. 1, 1883	R. S. 22	360 434	2044 1	....	6,000 00	6,000 00
Pay of Indian-School Superintendent—							
Pay of one Indian-school superintendent, (increase of $1,000 submitted)	Mar. 1, 1883	22	434	1	....	4,000 00	3,000 00
Travelling Expenses of Indian-School Superintendent—							
Necessary travelling expenses of one Indian-school superintendent, including incidental expenses of inspection and investigation	Mar. 1, 1883	22	434	1	....	2,000 00	1,500 00
Buildings at Agencies, and Repairs—							
Buildings at agencies, and repairs of the same	Appropriated..	22	434	1	....	100,000 00	20,000 00
Contingencies, Indian Department—							
Contingencies of the Indian service, including travelling and incidental expenses of Indian agents and of their offices; and travelling and incidental expenses of five special agents, at $4 per day, when actually employed, exclusive of transportation and sleeping-car fare, in lieu of all other expenses now authorized by law; for pay of employés, and for pay of five special agents, at $2,000 per annum each	.... / Appropriated..	R. S. 22	363 434	2076,'7 1	....	50,000 00	40,500 00
Expenses of Indian Commissioners—							
For the expenses of the commission of citizens serving without compensation, appointed by the President, under the provision of the fourth section of the act of April 10, 1869	.... / Appropriated..	R. S. 22	359 434	2039 1	....	5,000 00	2,000 00
FULFILLING TREATY STIPULATIONS WITH, AND SUPPORT OF, INDIAN TRIBES.							
Fulfilling Treaties with Apaches, Kiowas, and Comanches—							
Seventeenth of thirty instalments, as provided to be expended under the tenth article treaty of October twenty-first, eighteen hundred and sixty-seven, concluded at Medicine Lodge Creek, in Kansas, with the Kiowas and Comanches, and under the third article treaty of the same date with the Apaches, (permanent)	Oct. 21, 1867 / Oct. 21, 1867	15 / 15	584 / 590	*Art.* 10 / 3	30,000 00		
Support of Apaches, Kiowas, and Comanches:							
Purchase of clothing, as provided to be expended under the tenth article treaty of October twenty-first, eighteen hundred and sixty-seven, with the Kiowas and Comanches, and third article treaty of the same date with the Apaches	Oct. 21, 1867	15	585,'90	10–33	15,000 00		
Pay of carpenter, farmer, blacksmith, miller, and engineer..	Oct. 21, 1867	15	585	14	5,200 00		
Pay of physician and teacher	....do....	....	....	....	2,500 00		
School buildings and teachers, as provided for by article seven, treaty of October 21, 1867	Oct. 21, 1867	15	583	7	28,300 00		
					81,000 00		52,700 00

NOTE.—For Kiowa agency, Indian Territory.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Art.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Fulfilling Treaties with Cheyennes and Arapahoes—							
Seventeenth of thirty instalments, provided to be expended under the tenth article of treaty of October twenty-eighth, eighteen hundred and sixty-seven, (permanent)	Oct. 28, 1867	15	596	10	$20,000 00		
Support of Cheyennes and Arapahoes:							
Purchase of clothing, as per tenth article treaty of October twenty-eighth, eighteen hundred and sixty-seven	do				14,000 00		
Pay of physician and teacher, as per thirteenth article of same treaty	Oct. 28, 1867	15	597	13	2,100 00		
Pay of carpenter, farmer, blacksmith, miller, and engineer, as per same article	do				4,500 00		
School buildings and teachers, as provided for by article seven, treaty of October 28, 1867	Oct. 28, 1867	15	595	7	65,100 00		
NOTE.—For Cheyenne and Arapahoe agency, Indian Territory.						$105,700 00	$40,600 00
Fulfilling Treaties with Chickasaws—							
Permanent annuity in goods	Feb. 25, 1799 Apr. 28, 1866	1 14	619 774	1 10		3,000 00	3,000 00
NOTE.—For Union agency, Indian Territory.							
Fulfilling Treaties with Chippewas, Boise Fort Band—(permanent)—							
Nineteenth of twenty instalments, for the support of one blacksmith and assistant, and for tools, iron and steel, and other articles necessary for the blacksmith-shop, as per third article of treaty of April seventh, eighteen hundred and sixty-six	Apr. 7, 1866	14	766	3	1,500 00		
Nineteenth of twenty instalments, for the support of one school-teacher, and for the necessary books and stationery, as per same article of same treaty	do				800 00		
Nineteenth of twenty instalments, for the instruction of Indians in farming and purchase of seeds, tools, and so forth, as per same article of same treaty	do				800 00		
Nineteenth of twenty instalments of annuity, in money, to be paid per capita, as per same article of same treaty	do				3,500 00		
Nineteenth of twenty instalments of annuity, in provisions, ammunition, and tobacco, as per same article of same treaty	do				1,000 00		
Nineteenth of twenty instalments of annuity, in goods and other articles, as per same article of same treaty	do				6,500 00		
NOTE.—For La Pointe agency, Wisconsin.						14,100 00	14,100 00
Fulfilling Treaties with Chippewas of the Mississippi—							
Thirty-eighth of forty-six instalments, to be paid to the Chippewas of the Mississippi, per third article of treaty of August second, eighteen hundred and forty-seven, and fifth article of treaty of March nineteenth, eighteen hundred and sixty-seven, (permanent)	Aug. 2, 1847 Mar. 19, 1867	9 16	904 720	3 5	1,000 00		
Last of ten instalments of annuity, in money, last series, per third article of treaty of February twenty-second, eighteen hundred and fifty-five, and third article of treaty of eighteen hundred and sixty-four, (permanent)	Feb. 22, 1855 May 7, 1864	10 13	1167 694	3 3	20,000 00		
Support of the Chippewas of the Mississippi:							
For the support of a school or schools upon said reservation, during the pleasure of the President, in accordance with third article of treaty of March nineteenth, eighteen hundred and sixty-seven	Mar. 19, 1867	16	719	3	4,000 00		
NOTE.—For White Earth, Minnesota.						25,000 00	25,000 00
Fulfilling Treaties with Chippewas, Pillagers, and Lake Winnebagoshish Bands—							
Thirtieth of forty instalments of annuity in money, per third article of treaty of February twenty-second, eighteen hundred and fifty-five, and third article of treaty of May seventh, eighteen hundred and sixty-four, (permanent)	Feb. 22, 1855 May 7, 1864	10 13	1168 694	3 3	10,666 66		
Thirtieth of forty instalments of annuity, in goods, per same articles of same treaties, (permanent)	Same treaties				8,000 00		
Thirtieth of forty instalments, for purposes of utility, per same articles of same treaties, (permanent)	do				4,000 00		
Support of Chippewas, Pillagers, and Lake Winnebagoshish bands:							
Last of ten instalments, last series, for purposes of education, per third article of treaty of February twenty-two, eighteen hundred and fifty-five, and third article of treaty of May seventh, eighteen hundred and sixty-four	Feb. 22, 1855 May 7, 1864	10 13	1168 694	3 3	2,500 00		
NOTE.—For White Earth, Minnesota.						25,166 66	25,166 66

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Art.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Fulfilling Treaties with Choctaws—(permanent)—							
Permanent annuity, per second article of treaty of November sixteenth, eighteen hundred and five, and thirteenth article of treaty of June twenty-second, eighteen hundred and fifty-five	Nov. 16, 1805 June 22, 1855	7 11	.99 614	2 13	$3,000 00		
Permanent annuity for support of light-horsemen, per thirteenth article treaty of October eighteenth, eighteen hundred and twenty, and thirteenth article treaty of June twenty-second, eighteen hundred and fifty-five	Oct. 18, 1820 June 22, 1855	7 11	213 614	13 13	600 00		
Permanent annuity for support of blacksmith, per sixth article of treaty of October eighteenth, eighteen hundred and twenty, ninth article of treaty of January twentieth, eighteen hundred and twenty-five, and thirteenth article of treaty of June twenty-second, eighteen hundred and fifty-five	Oct. 18, 1820 Jan. 20, 1825 June 22, 1855	7 7 11	212 236 614	6 9 13	600 00		
Permanent annuity for education, per second and thirteenth articles of last two treaties named above	Jan. 20, 1825 June 22, 1855	7 11	236 614	2 13	6,000 00		
Permanent annuity for iron and steel, per ninth article of treaty of January twentieth, eighteen hundred and twenty-five, and thirteenth article of treaty of June twenty-second, eighteen hundred and fifty-five	Jan. 20, 1825 June 22, 1855	7 11	236 614	9 13	320 00		
Interest on three hundred and ninety thousand two hundred and fifty-seven dollars and ninety-two cents, at five per centum per annum for education, support of the government, and other beneficial purposes, under the direction of the general council of the Choctaws, in conformity with the provisions contained in the ninth and thirteenth articles of treaty of January twentieth, eighteen hundred and twenty-five, and treaty of June twenty-second, eighteen hundred and fifty-five	Same treaties..	.....	.....	.....	19,512 89		
NOTE.—For Union agency, Indian Territory.						$30,032 89	$30,032 89
Fulfilling Treaties with Creeks—(permanent)—							
Permanent annuity, in money, per fourth article of treaty of August seventh, seventeen hundred and ninety, and fifth article of treaty of August seventh, eighteen hundred and fifty-six	Aug. 7, 1790 Aug. 7, 1856	7 11	36 700	4 5	1,500 00		
Permanent annuity, in money, per second article of treaty of June sixteenth, eighteen hundred and two, and fifth article of treaty of August seventh, eighteen hundred and fifty-six	June 16, 1802 Aug. 7, 1856	7 11	69 700	2 5	3,000 00		
Permanent annuity, in money, per fourth article of treaty of January twenty-fourth, eighteen hundred and twenty-six, and fifth article of treaty of August seventh, eighteen hundred and fifty-six	Jan. 24, 1826 Aug. 7, 1856	7 11	287 700	4 5	20,000 00		
Permanent annuity for blacksmith and assistant, and for shop and tools, per eighth article of treaty of January twenty-fourth, eighteen hundred and twenty-six, and fifth article of treaty of August seventh, eighteen hundred and fifty-six	Same treaties..	.....	.....	.....	840 00		
Permanent annuity for iron and steel for shop, per same articles and treaties	.....do.....	.....	.....	.....	270 00		
Permanent annuity for the pay of a wheelwright, per same articles of same treaties	.....do.....	.....	.....	.....	600 00		
Blacksmith and assistant, shop and tools, per fifth article of treaty of February fourteenth, eighteen hundred and thirty-three, and fifth article of treaty of August seventh, eighteen hundred and fifty-six	Feb. 14, 1833 Aug. 7, 1856	7 11	419 700	5 5	840 00		
Iron and steel for shop	Same treaties..	.....	.....	.....	270 00		
Wagon-maker	.....do.....	.....	.....	.....	600 00		
Education	.....do.....	.....	.....	.....	1,000 00		
Assistance in agricultural operations	.....do.....	.....	.....	.....	2,000 00		
Five per centum interest on two hundred thousand dollars, for purposes of education, per sixth article of treaty of August seventh, eighteen hundred and fifty-six	Aug. 7, 1856	11	701	6	10,000 00		
Interest on six hundred and seventy-five thousand one hundred and sixty-eight dollars, at the rate of five per centum per annum, to be expended under the direction of the Secretary of the Interior, under provisions of third article of treaty of June fourteenth, eighteen hundred and sixty-six	June 14, 1866	14	786	3	33,758 40		
NOTE.—For Union agency, Indian Territory.						74,678 40	69,968 40
Fulfilling Treaties with Crows—							
Third of twenty-five instalments, as provided in agreement with the Crows, dated June twelfth, eighteen hundred and eighty, to be used by the Secretary of the Interior in such manner as the President may direct	Apr. 11, 1882	22	42	1–3	30,000 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Art.			
Fulfilling Treaties with Crows—Continued.							
Support of Crows:							
Sixteenth of thirty instalments, to supply male persons, six hundred in number, over fourteen years of age, with a suit of good substantial woollen clothing, consisting of a coat, hat, pantaloons, flannel shirt, and woollen socks, as per ninth article of treaty of May seventh, eighteen hundred and sixty-eight	May 7, 1868	15	651	9	$8,000 00		
Sixteenth of thirty instalments, to supply each female, seven hundred in number, over twelve years of age, with a flannel skirt, or the goods necessary to make the same, a pair of woollen hose, twelve yards of calico, and twelve yards of cotton domestic, as per same article	do				6,000 00		
Sixteenth of thirty instalments, to supply three hundred and fifty boys, and three hundred and fifty girls, under the ages named, such flannel and cotton goods as may be needed to make each a suit, as aforesaid, together with a pair of woollen hose for each, per same article	do				5,000 00		
Pay of a physician, per tenth article of same treaty	May 7, 1868	15	652	10	1,200 00		
Fifteenth of twenty instalments, for pay of teacher and furnishing necessary books and stationery, under seventh article of same treaty	May 7, 1868	15	651	7	1,500 00		
Pay of carpenter, miller, engineer, farmer, and blacksmith, as per tenth article of same treaty	May 7, 1868	15	652	10	3,300 00		
Pay of second blacksmith, and iron and steel, as per eighth article of same treaty	May 7, 1868	15	651	8	2,000 00		
This amount, or so much thereof as may be necessary, to furnish flour and meat, and such other articles as may be needed	Appropriated	22	437	1	65,000 00		
School-buildings and teachers as provided for by article seven treaty of May seventh, eighteen hundred and sixty-eight	May 7, 1868	15	651	7	34,700 00		
NOTE.—For Crow agency, Montana.						$156,700 00	$105,000 00
Fulfilling Treaties with Iowas—(permanent)—							
Interest in lieu of investment on fifty-seven thousand five hundred dollars, balance of one hundred and fifty-seven thousand five hundred dollars, to July first, eighteen hundred and eighty-four, at five per centum per annum, for education or other beneficial purposes, under the direction of the President, per ninth article of treaty of May seventeenth, eighteen hundred and fifty-four	May 17, 1854	10	1071	9		2,875 00	2,875 00
NOTE.—For Great Nemaha agency, Nebraska.							
Fulfilling Treaties with Kansas—(permanent)—							
Interest in lieu of investment on two hundred thousand dollars, at five per centum per annum, per second article of treaty of January fourteenth, eighteen hundred and forty-six	Jan. 14, 1846	9	842	2		10,000 00	10,000 00
NOTE.—For Osage agency, Indian Territory.							
Fulfilling Treaties with Kickapoos—							
Interest on eighty-nine thousand eight hundred and sixty-four dollars and eighty-eight cents, at five per centum per annum, for educational and other beneficial purposes, per treaty of May eighteenth, eighteen hundred and fifty-four, (permanent)	May 18, 1854	10	1079	2	4,493 24		
Support of Kickapoos: Settlement, support, and civilization of Kickapoo Indians in the Indian Territory, lately removed from Mexico, and such as may be removed hereafter	Appropriated	22	438	1	8,000 00		
This amount, to enable the President of the United States to carry out the provisions of the third article of the treaty made with the Kickapoo Indians, dated June twenty-eighth, eighteen hundred and sixty-two, to be paid under such rules as the Secretary of the Interior may prescribe, to eleven Kickapoo Indians who have become citizens of the United States, the same being their proportion of the sum of one hundred thousand dollars provided for said tribe for education and other beneficial purposes, per treaty of May eighteenth, eighteen hundred and fifty-four, three thousand seven hundred and sixteen dollars and twenty-one cents, and the Secretary of the Interior is directed to pay also to the said eleven Kickapoos their proportion of the tribal funds held in trust by the United States, and on deposit in the United States Treasury	Submitted				3,716 21		
NOTE.—$4,493.24 for Pottawatomie agency, Kansas; $8,000 for Sac and Fox agency, Indian Territory; and $3,716.21 for citizens.						16,209 45	10,679 05

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Art.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Support of Klamaths and Modocs—							
Eighteenth of twenty instalments, for keeping in repair one saw-mill, one flouring-mill, buildings for the blacksmith, carpenter, and wagon and plow maker, the manual-labor school, and hospital, as per fourth article of treaty of October fourteenth, eighteen hundred and sixty-four	Oct. 14, 1864	16	708	4	1,000 00		
Nineteenth of twenty instalments, for the purchase of tools and materials for saw and flour mills, carpenter, blacksmith, wagon and plow maker shops, and books and stationery for the manual-labor school, per same article same treaty	do				1,500 00		
Nineteenth of twenty instalments, to pay salary and subsistence of one physician, one miller, and two school-teachers, as per fifth article of same treaty	Oct. 14, 1864	16	709	5	3,600 00		
NOTE.—For Klamath agency, Oregon.						6,100 00	6,100 00
Fulfilling Treaties with Miamies of Kansas—(permanent)—							
Permanent provisions for blacksmith and assistant, and iron and steel for shop, per fifth article treaty of October sixth, eighteen hundred and eighteen, and fourth article treaty of June fifth, eighteen hundred and fifty-four	Oct. 6, 1818 June 5, 1854	7 10	191 1095	5 4	411 43		
Permanent provision for miller, in lieu of gunsmith, per same articles and treaties, and per fifth article of treaty of October twenty-third, eighteen hundred and thirty-four	Oct. 6, 1818 Oct. 23, 1834 June 5, 1854	7 7 10	191 464 1095	5 5 4	262 62		
Interest on twenty-one thousand eight hundred and eighty-four dollars and eighty-one cents, at five per centum, for educational purposes, per third article of treaty of June fifth, eighteen hundred and fifty-four	June 5, 1854	10	1094	3	1,094 24		
NOTE.—For Quapaw agency, Indian Territory.						1,768 29	1,768 29
Fulfilling Treaties with Miamies of Eel River—(permanent)—							
Permanent annuity, in goods or otherwise, per fourth article treaty of August third, seventeen hundred and ninety-five	Aug. 3, 1795	7	51	4	500 00		
Permanent annuity, in goods or otherwise, per articles of treaty of August twenty-first, eighteen hundred and five	Aug. 21, 1805	7	91	3	250 00		
Permanent annuity, in goods or otherwise, per third and separate articles treaty of September thirtieth, eighteen hundred and nine	Sept. 30, 1809	7	114	3	350 00		
NOTE.—Indiana; no agency.						1,100 00	1,100 00
Support of Molels—							
Pay of teachers and for manual-labor schools, and for all necessary materials therefor, and for the subsistence of the pupils, per second article treaty of December twenty-first, eighteen hundred and fifty-five	Dec. 21, 1855	12	981	2		3,000 00	3,000 00
NOTE.—For Grand Ronde agency, Oregon.							
Support of Nez Percés—							
Salaries of two matrons to take charge of the boarding-schools, two assistant teachers, one farmer, one carpenter, and two millers, per fifth article treaty of June ninth, eighteen hundred and sixty-three	June 9, 1863	14	650	5		3,500 00	3,500 00
NOTE.—For Nez Percé agency, Idaho.							
Support of Navajoes—							
School buildings and teachers, as provided by article six, treaty of June first, eighteen hundred and sixty-eight	June 1, 1868	15	669	6		189,100 00	
NOTE.—For Navajoe agency, New Mexico.							
Support of Northern Cheyennes and Arapahoes—							
Sixth of ten instalments, to be expended by the Secretary of the Interior, for each Indian engaged in agriculture, in the purchase of such articles as from time to time the condition and necessities of the Indians may indicate to be proper, as per sixth article treaty of May tenth, eighteen hundred and sixty-eight, and agreement with the Sioux Indians, approved February twenty-eighth, eighteen hundred and seventy-seven	May 10, 1868 Feb. 28, 1877	15 19	657 256	6 5	35,000 00		
Sixteenth of thirty instalments, for purchase of clothing, as per sixth article treaty of May tenth, eighteen hundred and sixty-eight	May 10, 1868	15	657	6	12,000 00		
Pay of physician, teacher, carpenter, miller, farmer, blacksmith, and engineer, per seventh article of same treaty	May 10, 1868	15	658	7	6,000 00		
NOTE.—For Shoshone agency, Wyoming.						53,000 00	53,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Art.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Fulfilling Treaties with Omahas—(permanent)—							
Second of twelve instalments, being last series, in money or otherwise, per fourth article treaty of March sixteenth, eighteen hundred and fifty-four	Mar. 16, 1854	10	1044	4		$10,000 00	$10,000 00
NOTE.—For Omaha agency, Nebraska.							
Fulfilling Treaties with Osages—(permanent)—							
Interest on sixty-nine thousand one hundred and twenty dollars, at five per centum per annum, being value of fifty-four sections of land set apart by treaty of June second, eighteen hundred and twenty-five, for educational purposes, per Senate resolution of January ninth, eighteen hundred and thirty-eight	June 2, 1825 Jan. 9, 1838	7	242	6		3,456 00	18,456 00
NOTE.—For Osage agency, Indian Territory. (See Appendix "X" for change in estimate.)							
Fulfilling Treaties with Otoes and Missourias—(permanent)—							
Second of twelve instalments, being the last series, in money or otherwise, per fourth article treaty of March fifteenth, eighteen hundred and fifty-four	Mar. 15, 1854	10	1039	4		5,000 00	5,000 00
NOTE.—For Otoe agency, Nebraska.							
Fulfilling Treaties with Pawnees—							
Perpetual annuity, at least one-half of which is to be paid in goods and such articles as may be deemed necessary for them, per second article treaty of September twenty-fourth, eighteen hundred and fifty-seven, (permanent)	Sept. 24, 1857	11	729	2	$30,000 00		
Support of Pawnees:							
Support of two manual-labor schools, per third article of treaty of September twenty-fourth, eighteen hundred and fifty-seven	Sept. 24, 1857	11	730	3	10,000 00		
Pay of two farmers, two blacksmiths and two apprentices, one miller and apprentice, two teachers, and one shoemaker, and one carpenter	Sept. 24, 1857	11	730	3, 4	7,000 00		
Pay of physician and purchase of medicines	Appropriated	22	440	1	1,200 00		
Purchase of iron and steel, and other necessaries for the shops, as per fourth article treaty of September twenty-fourth, eighteen hundred and fifty-seven	Sept. 24, 1857	11	730	4	500 00		
Purchase of farming-utensils and stock, per same article of same treaty	do				1,000 00		
Repairs of grist and saw mills	Appropriated	22	440	1	300 00		
NOTE.—For Pawnee agency, Indian Territory.						50,000 00	47,100 00
Fulfilling Treaties with Poncas—							
Eleventh of fifteen instalments, last series, to be paid to them or expended for their benefit, per second article treaty of March twelfth, eighteen hundred and fifty-eight, (permanent)	Mar. 12, 1858	12	997	2	8,000 00		
Support of Poncas:							
This amount, or so much thereof as may be necessary, to be used at the discretion of the President, to carry on the work of aiding and instructing the Poncas in the arts of civilization, with a view to their self-support, for clothing, and for pay of employés	Mar. 3, 1871	16	558	1	10,000 00		
This amount, to be expended under the direction of the Secretary of the Interior, for subsistence of the Poncas	Appropriated	22	440	1	35,000 00		
NOTE.—For Ponca agency, Indian Territory.						53,000 00	37,500 00
Fulfilling Treaties with Pottawatomies—(permanent)—							
Permanent annuity, in silver, per fourth article treaty of August third, seventeen hundred and ninety-five	Aug. 3, 1795	7	51	4	357 80		
Permanent annuity, in silver, per third article treaty of September thirtieth, eighteen hundred and nine	Sept. 30, 1809	7	114	3	178 90		
Permanent annuity, in silver, per third article treaty of October second, eighteen hundred and eighteen	Oct. 2, 1818	7	185	3	894 50		
Permanent annuity, in money, per second article treaty of September twentieth, eighteen hundred and twenty-eight	Sept. 20, 1828	7	315	2	715 60		
Permanent annuity, in specie, per second article treaty of July twenty-ninth, eighteen hundred and twenty-nine, and second article of treaty of September twentieth, eighteen hundred and twenty-eight	Sept. 20, 1828 July 29, 1829	7 7	315 320	2 2	5,724 77		
Permanent provision for payment of money in lieu of tobacco, iron, and steel, per second article treaty of September twentieth, eighteen hundred and twenty-eight, and tenth article treaties of June fifth and seventeenth, eighteen hundred and forty-six	Sept. 20, 1828 June 5, 1846 June 17, 1846	7 9 9	318 855 855	2 10 10	107 34		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Art.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Fulfilling Treaties with Pottawatomies—(permanent)—Continued.							
Permanent provision for three blacksmiths and assistants, and for iron and steel for shops, per third article treaty of October sixteenth, eighteen hundred and twenty-six; second article treaty of September twentieth, eighteen hundred and twenty-eight; and second article treaty of July twenty-ninth, eighteen hundred and twenty-nine	Oct. 16, 1826 Sept. 20, 1828 July 29, 1829	7 7 7	296 318 321	3 2 2	$1,008 99		
Permanent provision for fifty barrels of salt, per second article treaty of July twenty-ninth, eighteen hundred and twenty-nine	July 29, 1829	7	321	2	156 54		
Interest on two hundred and thirty thousand sixty-four dollars and twenty cents, at five per centum, in conformity with provisions of article seventh of treaties of June fifth and seventeenth, eighteen hundred and forty-six	June 5, 1846 June 17, 1846	9 9	855 855	7 7	11,503 21		
						$20,647 65	$20,647 65
NOTE.—For Pottawatomie agency, Kansas.							
Fulfilling Treaties with Pottawatomies of Huron—(permanent)—							
Permanent annuity, in money or otherwise, per second article treaty of November seventeenth, eighteen hundred and seven	Nov. 17, 1807	7	106	2		400 00	400 00
NOTE.—For Mackinac agency, Michigan.							
Fulfilling Treaties with Quapaws—							
For education, per third article treaty of May thirteenth, eighteen hundred and thirty-three, (permanent)	May 13, 1833 Feb. 23, 1867	7 15	425 516	3 10	1,000 00		
Support of Quapaws: Blacksmith and assistants, and tools, iron, and steel for blacksmith-shop, per third article treaty of May thirteenth, eighteen hundred and thirty-three	May 13, 1833	7	425	3	1,060 00		
						2,060 00	2,060 00
NOTE.—For Quapaw agency, Indian Territory.							
Fulfilling Treaties with Sacs and Foxes of the Mississippi—(permanent)—							
Permanent annuity, in goods or otherwise, per third article treaty of November third, eighteen hundred and four	Nov. 3, 1804	7	85	3	1,000 00		
Interest on two hundred thousand dollars, at five per centum, per second article treaty of October twenty-first, eighteen hundred and thirty-seven	Oct. 21, 1837	7	540	2	10,000 00		
Interest on eight hundred thousand dollars, at five per centum, per second article treaty of October eleventh, eighteen hundred and forty-two, provided that the sum of $1,500 of this amount shall be used for the pay of a physician and for purchase of medicine	Oct. 11, 1842	7	596	2	40,000 00		
						51,000 00	51,000 00
NOTE.—$12,174.66 to Iowa, and $38,825.34 to Indian Territory.							
Fulfilling Treaties with Sacs and Foxes of Missouri—							
Interest on one hundred and fifty-seven thousand four hundred dollars, at five per centum, under the direction of the President, per second article treaty of October twenty-first, eighteen hundred and thirty-seven, (permanent)	Oct. 21, 1837	7	543	2	7,870 00		
Support of Sacs and Foxes of Missouri:							
Support of a school, per fifth article treaty of March sixth, eighteen hundred and sixty-one	Mar. 6, 1861	12	1172	5	200 00		
						8,070 00	8,070 00
NOTE.—For Great Nemaha agency, Nebraska.							
Fulfilling Treaties with Seminoles—(permanent)—							
Five per centum interest on two hundred and fifty thousand dollars, to be paid as annuity per eighth article treaty of August seventh, eighteen hundred and fifty-six	Aug. 7, 1856	7	702	8	12,500 00		
Five per centum interest on two hundred and fifty thousand dollars, to be paid as annuity, (they having joined their brethren west,) per eighth article treaty of August seventh, eighteen hundred and fifty-six	do				12,500 00		
Interest on fifty thousand dollars, at the rate of five per centum per annum, to be paid annually for the support of schools, as per third article treaty of March twenty-first, eighteen hundred and sixty-six	Mar. 21, 1866	14	757	3	2,500 00		
Interest on twenty thousand dollars, at the rate of five per centum per annum, to be paid annually for the support of the Seminole government, as per same article same treaty	do				1,000 00		
						28,500 00	28,500 00
NOTE.—For Union agency, Indian Territory.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Art.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Fulfilling Treaties with Senecas—(permanent)—							
Permanent annuity, in specie, per fourth article treaty of September twenty-ninth, eighteen hundred and seventeen	Sept. 29, 1817	7	161	4	$500 00		
Permanent annuity, in specie, per fourth article treaty of September seventeenth, eighteen hundred and eighteen	Sept. 17, 1818	7	197	4	500 00		
Permanent annuity, for blacksmith and miller, per fourth article treaty of February twenty-eighth, eighteen hundred and thirty-one, to be annually paid to them as a national fund, to be expended by them for such articles and wants and improvements in agriculture as their chiefs (with the consent of their agent) may designate, as stipulated in the seventh article treaty of February twenty-third, eighteen hundred and sixty-seven	Feb. 23, 1867	15	515	7	1,660 00		
Permanent annuity, in specie, per fourth article treaty of September seventeenth, eighteen hundred and eighteen, and fifth article treaty of February twenty-third, eighteen hundred and sixty-seven	Sept. 17, 1818 Feb. 23, 1867	7 15	179 515	4 5	500 00		
Blacksmith and assistants, shops and tools, iron and steel, per fourth article treaty of July twentieth, eighteen hundred and thirty-one, and fifth article treaty of February twenty-third, eighteen hundred and sixty-seven	July 20, 1831 Feb. 23, 1867	7 15	352 515	4 5	530 00		
						$3,690 00	$3,690 00
NOTE.—For Quapaw agency, Indian Territory.							
Fulfilling Treaties with Senecas of New York—(permanent)—							
Permanent annuity, in lieu of interest on stock, per act of February nineteenth, eighteen hundred and thirty-one	Feb. 19, 1831	4	442	1	6,000 00		
Interest, in lieu of investment, on seventy-five thousand dollars, at five per centum, per act of June twenty-seventh, eighteen hundred and forty-six	June 27, 1846	9	35	2	3,750 00		
Interest, at five per centum, on forty-three thousand and fifty dollars, transferred from the Ontario Bank to the United States Treasury, per act of June twenty-seventh, eighteen hundred and forty-six	June 27, 1846	9	35	3	2,152 50		
						11,902 50	11,902 50
NOTE.—For New York agency, New York.							
Fulfilling Treaties with Shawnees—(permanent)—							
Permanent annuity, for educational purposes, per fourth article treaty of August third, seventeen hundred and ninety-five, and third article treaty of May tenth, eighteen hundred and fifty-four	Aug. 3, 1795 May 10, 1854	7 10	51 1056	4 3	1,000 00		
Permanent annuity, in specie, for educational purposes, per fourth article treaty of September twenty-ninth, eighteen hundred and seventeen, and third article treaty of May tenth, eighteen hundred and fifty-four	Sept. 29, 1817 May 10, 1854	7 10	161 1056	4 3	2,000 00		
Interest, at five per centum, on forty thousand dollars, for educational purposes, per third article of last-named treaty	May 10, 1854	10	1056	3	2,000 00		
						5,000 00	5,000 00
NOTE.—For Union agency, Indian Territory.							
Fulfilling Treaties with Eastern Shawnees—(permanent)—							
Permanent annuity, in specie, per fourth article treaty of September seventeenth, eighteen hundred and eighteen, and fifth article treaty of February twenty-third, eighteen hundred and sixty-seven	Sept. 17, 1818 Feb. 23, 1867	7 15	179 515	4 5	500 00		
Blacksmith and assistant, shops and tools, iron and steel, per fourth article treaty of July twentieth, eighteen hundred and thirty-one, and fifth article treaty of February twenty-third, eighteen hundred and sixty-seven	July 20, 1831 Feb. 23, 1867	7 15	352 515	4 5	530 00		
						1,030 00	1,030 00
NOTE.—For Union agency, Indian Territory.							
Support of Shoshones and Bannocks—							
Shoshones:							
Fifteenth of thirty instalments, to purchase suits of clothing for males over fourteen years of age; flannel, hose, calico, and domestics for females over the age of twelve years, and such goods as may be needed to make suits for boys and girls under the ages named, as per ninth article treaty of July third, eighteen hundred and sixty-eight	July 3, 1868	15	676	9	11,500 00		
Pay of physician, teacher, carpenter, miller, engineer, farmer, and blacksmith, as per tenth article of treaty of July third, eighteen hundred and sixty-eight	July 3, 1868	15	676	10	5,000 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Art.			
Support of Shoshones and Bannocks—Continued.							
Pay of second blacksmith, and such iron and steel and other materials as may be required, as per eighth article treaty of July third, eighteen hundred and sixty-eight...	July 3, 1868	15	676	8	$1,000 00		
School buildings and teachers, as provided for by article seven treaty of July third, eighteen hundred and sixty-eight	July 3, 1868	15	675	7	17,400 00		
Bannocks:							
Fifteenth of thirty instalments, to purchase suits of clothing for males over fourteen years of age; flannel, hose, calico, and domestics for females over twelve years of age; and such flannel and cotton goods as may be needed to make suits for boys and girls under the ages named, as per ninth article treaty of July third, eighteen hundred and sixty-eight	July 3, 1868	15	676	9	6,937 00		
Pay of physician, teacher, carpenter, miller, engineer, farmer, and blacksmith, as per tenth article treaty of July third, eighteen hundred and sixty-eight	July 3, 1868	15	676	10	5,000 00		
School buildings and teachers, as provided for by article seven treaty of July third, eighteen hundred and sixty-eight	July 3, 1868	15	675	7	15,200 00		
NOTE.—$34,900 for Shoshone agency, Wyoming, and $27,137 for Fort Hall agency, Idaho.						$62,037 00	$29,437 00
Fulfilling Treaties with Six Nations of New York—(permanent)—							
Permanent annuity, in clothing and other useful articles, per sixth article treaty of November seventeenth, seventeen hundred and ninety-four	Nov. 17, 1794	7	46	6		4,500 00	4,500 00
NOTE.—$3,500 for New York, and $1,000 for Green Bay agency, Wisconsin.							
Support of Sioux of Different Tribes, including Santee Sioux of Nebraska—							
Fifteenth of thirty instalments, to purchase clothing for males over fourteen years of age; for flannel, hose, and calico, and domestics required for females over twelve years of age; and for such flannel and cotton goods as may be needed to make suits for boys and girls, per tenth article treaty of April twenty-ninth, eighteen hundred and sixty-eight	Apr. 29, 1868	15	638	10	150,000 00		
Fifteenth of thirty instalments, to purchase such articles as may be considered proper by the Secretary of the Interior, at ten dollars per head, for twenty-one thousand persons roaming	Apr. 29, 1868	15	638	8	200,000 00		
Fifteenth of thirty instalments, to purchase such articles as may be considered proper by the Secretary of the Interior, at twenty dollars per head, for fourteen hundred and twenty persons engaged in agriculture	do				28,400 00		
Pay of physicians, five teachers, one carpenter, one miller, one engineer, one farmer, and one blacksmith, per thirteenth article of same treaty	Apr. 29, 1868	15	640	13	10,400 00		
Pay of additional employés at the several agencies for the Sioux in Nebraska and Dakota	Appropriated..	22	444	1	25,000 00		
Industrial schools at the Santee Sioux and Crow Creek agencies	do				6,000 00		
Subsistence of the Sioux, and for purposes of their civilization, as per agreement, ratified by act of Congress, approved February twenty-eighth, eighteen hundred and seventy-seven	Feb. 28, 1877	19	256	5	1,600,000 00		
Pay of a matron at the Santee agency	Appropriated..	22	444	1	500 00		
Pay of second blacksmith, and furnishing iron, steel, and other material, per eighth article same treaty	Apr. 29, 1868	15	638	8	2,000 00		
School buildings and teachers, as provided for by article seven, treaty of April twenty-ninth, eighteen hundred and sixty-eight	Apr. 29, 1868	15	637	7	278,900 00		
NOTE.—Flandreau, $26,394; Santee, $74,088; Standing Rock, $237,028; Lower Brulé, $142,338; Rosebud, $616,699; Pine Ridge, $621,990; Cheyenne River, $202,930; Crow Creek, $100,833; schools, $278,900.						2,301,200 00	1,737,300 00
Fulfilling Treaties with Sioux, Yankton Tribe—							
Sixth of ten instalments, (third series,) to be paid to them or expended for their benefit per fourth article treaty of April nineteenth, eighteen hundred and fifty-eight, (permanent)	Apr. 19, 1858	11	744	4	25,000 00		
Support of Sioux, Yankton tribe: Subsistence and civilization of two thousand Yankton Sioux, heretofore provided for in appropriations under "Fulfilling treaty with Sioux of different tribes," &c	Appropriated..	22	444	1	75,000 00		
NOTE.—For Yankton agency, Dakota.						100,000 00	70,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Art.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Support of Utahs, Tabequache Band—							
Pay of blacksmith, as per tenth article treaty of October seventh, eighteen hundred and sixty-three	Oct. 7, 1863	13	675	10		$720 00	$720 00
NOTE.—For Los Pinos agency, Colorado.							
Support of Confederated Bands of Utes—							
Pay of two carpenters, two millers, two farmers, and one blacksmith, as per fifteenth article treaty of March second, eighteen hundred and sixty-eight	Mar. 2, 1868	15	622	15	$6,000 00		
Pay of two teachers, as per same article same treaty	do				1,800 00		
Purchase of iron and steel, and the necessary tools for blacksmith-shop, per ninth article of same treaty	Mar. 2, 1868	15	621	9	220 00		
Sixteenth of thirty instalments, to be expended under the direction of the Secretary of the Interior, for clothing, blankets, and such other articles as he may deem proper and necessary, under eleventh article of same treaty	Mar. 2, 1868	15	622	11	30,000 00		
Annual amount for the purchase of beef, mutton, wheat, flour, beans, and potatoes, as per twelfth article of same treaty	Mar. 2, 1868	15	622	12	30,000 00		
Pay of employés at the several Ute agencies	Appropriated	22	445	1	5,000 00		
School buildings and teachers, as provided for by article seven, treaty of March second, eighteen hundred and sixty-eight	Mar. 2, 1868	15	621	7	36,400 00		
						109,420 00	73,020 00
NOTE.—Ouray, $30,000; Southern Ute, $20,000; Uintah, $23,020; schools, $36,400.							
Fulfilling Treaties with Winnebagoes—(permanent)—							
Interest on eight hundred and four thousand nine hundred and nine dollars and seventeen cents, at five per centum per annum, per fourth article treaty of November first, eighteen hundred and thirty-seven, and joint resolution of July seventeenth, eighteen hundred and sixty-two; and the Secretary of the Interior is hereby directed to expend said interest for the support, education, and civilization of said Indians	Nov. 1, 1837, and resolution July 17, 1862	7 12	546 628	4 4	40,245 45		
Interest on seventy-eight thousand three hundred and forty dollars and forty-one cents, at five per centum per annum, to be expended under the direction of the Secretary of the Interior, for the erection of houses, improvement of their allotments of land, purchase of stock, agricultural implements, seeds, and other beneficial objects	July 15, 1870	16	355	1	3,917 02		
						44,162 47	44,162 47
NOTE.—For Omaha and Winnebago agency, Nebraska.							
Gratuity to certain Ute Indians—							
For fourth of ten instalments, to be distributed at the discretion of the President, to such Ute Indians as distinguish themselves by good sense, energy, and perseverance in the pursuits of civilized life, and in the promotion of a good understanding between the Indians and the Government and people of the United States	June 15, 1880 Appropriated	21 22	204 445	Sec. 6 1		4,000 00	4,000 00
MISCELLANEOUS SUPPORTS.							
Support of Arapahoes, Cheyennes, Apaches, Kiowas, Comanches, and Wichitas—							
Subsistence and civilization of the Arapahoes, Cheyennes, Apaches, Kiowas, Comanches, and Wichitas, who have been collected on the reservations set apart for their use and occupation	Appropriated	22	445	1		500,000 00	413,000 00
NOTE.—$275,000 for Cheyennes and Arapahoes, and $225,000 for the Kiowas, Comanches, and Wichitas.							
Support of Arickarees, Gros Ventres, and Mandans—							
This amount, to be expended in such goods, provisions, and other articles as the President may from time to time determine, in instructing in agricultural and mechanical pursuits; in providing employés, educating children, procuring medicine and medical attendance; care for and support of the aged, sick, and infirm; for the helpless orphans of said Indians, and in any other respect to promote their civilization, comfort, and improvement	Appropriated	22	446	1		60,000 00	38,000 00
NOTE.—For Fort Berthold agency, Dakota.							
Support of Assinaboines in Montana—							
Subsistence and civilization of the Assinaboines in Montana, including pay of employés	Appropriated	22	446	1		25,000 00	15,000 00
NOTE.—For Fort Belknap agency, Montana.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
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Support of Blackfeet, Bloods, and Piegans—							
Support, education, and civilization of the Blackfeet, Bloods, and Piegans, including pay of employés.....	Appropriated..	22	446	1	.....	$60,000 00	$35,000 00
NOTE.—For Blackfeet agency, Montana.							
Support of Chippewas of Lake Superior—							
Support and civilization of the Chippewas of Lake Superior, to be expended for agricultural and educational purposes, pay of clerk and necessary employés, purchase of goods and provisions, and for such other purposes as may be deemed for the best interests of said Indians.....	Appropriated..	22	446	1	.....	20,000 00	15,000 00
NOTE.—For La Pointe agency, Wisconsin.							
Support of Chippewas of Red Lake and Pembina Tribe of Chippewas—							
Support and civilization of Chippewas of Red Lake and Pembina tribe of Chippewas, and for pay of employés..	Appropriated..	22	446	1	.....	18,000 00	15,000 00
NOTE.—For White Earth agency, Minnesota.							
Support of Chippewas on White Earth Reservation—							
This amount, or so much thereof as may be necessary, to be expended under the direction of the Secretary of the Interior, in the care and support of the Otter-Tail, Pillager, Pembina, and Mississippi Chippewa Indians, on the White Earth reservation, in Minnesota, to assist them in their agricultural operations, and for pay of physician, $1,200	Appropriated..	22	446	1	.....	10,000 00	8,000 00
NOTE.—For White Earth agency, Minnesota.							
Support of Chippewas, Turtle Mountain Band—							
Support and civilization of Turtle Mountain band of Chippewas	Appropriated..	22	449	1	.....	10,000 00	10,000 00
Support of Confederated Tribes and Bands in Middle Oregon—							
Subsistence and civilization of the confederated tribes and bands in Middle Oregon, and for pay of employés.....	Appropriated..	22	446	1	.....	8,000 00	7,000 00
NOTE.—For Warm Springs agency, Oregon.							
Support of D' Wamish and other Allied Tribes in Washington Territory—							
Subsistence and civilization of the D'Wamish and other allied tribes in Washington Territory, including pay of employés.....	Appropriated..	22	446	1	.....	10,000 00	8,000 00
NOTE.—For Tulalip agency, Washington.							
Support of Flatheads and other Confederated Tribes—							
Subsistence and civilization of the Flatheads and other confederated tribes, including pay of employés.....	Appropriated..	22	446	1	.....	13,000 00	13,000 00
NOTE.—For Flathead agency, Montana.							
Support of Gros Ventres in Montana—							
Subsistence and civilization of the Gros Ventres in Montana, and for pay of employés.....	Appropriated..	22	446	1	.....	25,000 00	18,000 00
NOTE.—For Fort Belknap agency, Montana.							
Support of Indians in Arizona and New Mexico—							
This amount, to subsist and properly care for the Apaches and other Indians in Arizona and New Mexico who have been or may be collected on reservations in New Mexico or Arizona.....	Appropriated..	22	82–6	1	.....	400,000 00	300,000 00
	Appropriated..	22	445	1			
NOTE.—For San Carlos, $300,000; and Mescalero, $100,000.							
Support of Indians of Central Superintendency—							
Education and civilization of the Indians of the late Central superintendency, including clothing, food, and lodging for the children attending school.....	Appropriated..	22	446	1	.....	30,000 00	18,000 00
Support of Indians at Fort Peck Agency—							
This amount, to be expended in such goods, provisions, and other useful articles as the President may from time to time determine, in instructing in agricultural and mechanical pursuits; in providing employés, educating children, procuring medicine and medical attendance; care for and support of the aged, sick, and infirm; for the helpless orphans of said Indians, and in any respect to promote their civilization, comfort, and improvement.....	Appropriated..	22	446	1	.....	100,000 00	70,000 00
NOTE.—For Fort Peck agency, Montana.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
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Support of Indians of Fort Hall Reservation—							
Subsistence, support, civilization, and instruction of the Shoshones and Bannocks, and other Indians of the Fort Hall reservation in Idaho Territory, including pay of employés.....	Appropriated..	22	446	1	.....	$20,000 00	$20,000 00
NOTE.—For Fort Hall agency, Idaho.							
Support of Indians of Lemhi Agency—							
Support, civilization, and instruction of the Shoshones, Bannocks, Sheepeaters, and other Indians of the Lemhi agency, Idaho Territory, including pay of employés.....	Appropriated..	22	446	1	.....	19,000 00	19,000 00
Support of Indians of Klamath Agency—							
Support, civilization, and instruction of the Klamaths, Modocs, and others Indians of the Klamath agency, Oregon, including pay of employés.....	Appropriated..	22	446	1	.....	6,000 00	6,000 00
NOTE.—For Klamath agency, Oregon.							
Support of Kansas Indians—							
Support and civilization of the Kansas Indians, including agricultural assistance and pay of employés.....	Appropriated..	22	446	1	.....	7,500 00	5,000 00
NOTE.—For the Osage agency, Indian Territory.							
Support of Makahs—							
Subsistence and civilization of the Makahs, including pay of employés	Appropriated..	22	446	1	.....	7,000 00	5,000 00
NOTE.—For Neah Bay agency, Washington.							
Support of Menomonees—							
Support and civilization of the Menomonee Indians, including pay of employés.....	Appropriated..	22	446	1	.....	10,000 00	5,000 00
NOTE.—For Green Bay agency, Wisconsin.							
Support of Modocs in the Indian Territory—							
Support and civilization of the Modoc Indians now residing within the Indian Territory.....	Appropriated..	22	447	1	.....	10,000 00	5,000 00
NOTE.—For Quapaw agency, Indian Territory.							
Support of Navajoes—							
Support and civilization of the Navajo Indians, including pay of employés.....	Appropriated..	22	447	1	.....	35,000 00	30,000 00
NOTE.—For Navajo agency, New Mexico.							
Support of Nez Percés of Joseph's Band—							
Support and civilization of Joseph's band of Nez Percé Indians, in the Indian Territory	Appropriated..	22	447	1	.....	30,000 00	20,000 00
NOTE.—For Ponca agency, Indian Territory.							
Support of Nez Percé Indians in Idaho—							
Support and civilization of Nez Percé Indians in Idaho, including pay of employés	Submitted.....	.....	.....	.....	.....	20,000 00	
NOTE.—For Nez Percé agency, Idaho.							
Support of Qui-nai-elts and Quil-leh-utes—							
Subsistence and civilization of the Qui-nai-elts and Quil-leh-utes, including pay of employés.....	Appropriated..	22	447	1	.....	6,000 00	5,000 00
NOTE.—For Qui-nai-elt agency, Washington.							
Support of Shoshones in Wyoming—							
Support and civilization of Shoshone Indians in Wyoming..	Appropriated..	22	447	1	.....	20,000 00	15,000 00
NOTE.—For Shoshone agency, Wyoming.							
Support of Shoshones in Nevada—							
Support and civilization of Shoshone Indians in Nevada, including pay of employés	Appropriated.. / Submitted.....	22 /	443 /	1 /	.....	11,000 00	11,000 00
NOTE.—For Western Shoshone agency, Nevada.							
Support of Sioux of Lake Traverse—							
Support and civilization of Sioux of Lake Traverse, including pay of employés	Appropriated..	22	447	1	.....	20,000 00	8,000 00
NOTE.—For Sisseton agency, Dakota.							
Support of Sioux of Devil's Lake—							
Support and civilization of Sioux of Devil's Lake, including pay of employés.....	Appropriated..	22	447	1	.....	20,000 00	8,000 00
NOTE.—For Devil's Lake agency, Dakota.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
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Support of S'Klallams—							
Support and civilization of the S'Klallam Indians, including pay of employés	Appropriated..	22	447	1	.....	$6,000 00	$5,000 00
NOTE.—For S'Kokomish agency, Washington.							
Support of Tonkawas at Fort Griffin, Texas—							
Support and civilization of Indians at Fort Griffin, Texas	Appropriated..	22	447	1	.....	4,800 00	3,000 00
Support of Walla-Walla, Cayuse, and Umatilla Tribes—							
Subsistence and civilization of the Walla-Walla, Cayuse, and Umatilla tribes, including pay of employés	Appropriated..	22	447	1	.....	10,000 00	8,000 00
NOTE.—For Umatilla agency, Washington.							
Support of Yakamas and other Indians—							
Subsistence and civilization of the Yakamas and other Indians, at said agency, including pay of employés	Appropriated..	22	447	1	.....	32,000 00	20,000 00
NOTE.—For Yakama agency, Washington.							
Payment of Indian Commissions, and Homestead Fees—							
This amount, to enable Indians to avail themselves of the benefits of the homestead act	Submitted..	.....	.....	.....	.....	5,000 00	
GENERAL INCIDENTAL EXPENSES OF THE INDIAN SERVICE.							
Incidental Expenses of Indian Service in Arizona—							
General incidental expenses of the Indian service, including travelling expenses of agents, in Arizona	Appropriated..	22	447	1	$5,000 00		
Support and civilization of Indians at the Colorado River, Pima and Maricopa, and Moquis Pueblo agencies	do	.....	.....	.....	15,000 00		
Pay of employés at same agencies	do	.....	.....	.....	20,000 00		
						40,000 00	22,000 00
NOTE.—Colorado River, $19,500; Pima and Maricopa, $11,500; Moquis Pueblo, $7,000; San Carlos, $1,000; and Papago, $1,000.							
Incidental Expenses of Indian Service in California—							
General incidental expenses of the Indian service, including travelling expenses of agents, in California	Appropriated..	22	447	1	4,000 00		
Support and civilization of Indians at the Round Valley, Hoopa Valley, Tule River, and Mission agencies	do	.....	.....	.....	29,000 00		
Pay of employés at same agencies	do	.....	.....	.....	12,000 00		
						45,000 00	29,000 00
NOTE.—Round Valley, $20,000; Tule River, $15,000; Mission, $5,000; and Hoopa Valley, $5,000.							
Incidental Expenses of Indian Service in Colorado—							
General incidental expenses of the Indian service, including travelling expenses of agents	Appropriated..	22	447	1	.....	1,500 00	1,500 00
NOTE.—For Southern Ute agency.							
Incidental Expenses of Indian Service in Dakota—							
General incidental expenses of the Indian service, including travelling expenses of agents, at eight agencies for the Sioux	Appropriated..	22	447	1	.....	12,000 00	5,000 00
NOTE.—$1,500 each for Yankton, Crow Creek, Standing Rock, Cheyenne River, Fort Berthold, Sisseton, Devil's Lake, and Lower Brulé agencies.							
Incidental Expenses of Indian Service in Idaho—							
General incidental expenses of the Indian service, including travelling expenses of agents, in Idaho	Appropriated..	22	447	1	1,000 00		
Employés at Lemhi agency, $2,300, and additional employés at Fort Hall, Idaho, $1,700	do	.....	.....	.....	4,000 00		
						5,000 00	1,000 00
NOTE.—$1,000 for Nez Percé, $1,700 for Fort Hall, and $2,300 for Lemhi.							
Incidental Expenses of Indian Service in Montana—							
General incidental expenses of the Indian service, including pay of employés and travelling expenses of agents, in Montana	Appropriated..	22	447	1	.....	6,000 00	5,000 00
NOTE.—Fort Peck, $1,500; Crow, $1,500; Flathead, $1,000; Blackfeet, $1,000; and Gros Ventres, $1,000.							
Incidental Expenses of Indian Service in Nevada—							
General incidental expenses of the Indian service, including travelling expenses of agents, in Nevada	Appropriated..	22	447	1	1,500 00		
Support and civilization of Indians located on the Paiute, Walker River, Western Shoshone, and Pyramid Lake reservations	do	.....	.....	.....	10,000 00		
Pay of employés, same agencies	do	.....	.....	.....	7,500 00		
NOTE.—Western Shoshone agency, $4,000, and Nevada, $15,000.						19,000 00	13,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Incidental Expenses of Indian Service in New Mexico—							
General incidental expenses of the Indian service, including travelling expenses of agents, in New Mexico	Appropriated..	22	447	1	$5,000 00		
Support and civilization of Indians at Pueblo agency, including pay of employés	.....do.....	.....	.....	.....	10,000 00		
NOTE.—Pueblo, $11,500; Mescalero, $1,500; and Navajo, $2,000.						$15,000 00	$5,000 00
Incidental Expenses of Indian Service in Oregon—							
General incidental expenses of the Indian service, including travelling expenses of agents, in Oregon	Appropriated..	22	448	1	6,000 00		
Support and civilization of Indians of Grande Ronde and Siletz agencies	.....do.....	.....	.....	.....	12,000 00		
Pay of employés at the same agencies	.....do.....	.....	.....	.....	10,000 00		
NOTE.—For Grande Ronde, $10,000; Siletz, $10,000; Warm Springs, $4,000; Umatilla, $2,000; and Klamath, $2,000.						28,000 00	22,000 00
Incidental Expenses of Indian Service in Utah—							
General incidental expenses of the Indian service, including travelling expenses of agents, in Utah	Appropriated..	22	448	1	3,000 00		
Support and civilization of Indians at Uintah Valley agency	.....do.....	.....	.....	.....	17,000 00		
Pay of employés at said agency	.....do.....	.....	.....	.....	4,000 00		
NOTE.—For Uintah agency, Utah, $22,500, and for Ouray agency, $1,500.						24,000 00	10,000 00
Incidental Expenses of Indian Service in Washington—							
General incidental expenses of the Indian service, including travelling expenses of agents, at seven agencies	Appropriated..	22	448	1	6,500 00		
Support and civilization of Indians at Colville and Nisqually agencies	.....do.....	.....	.....	.....	15,500 00		
NOTE.—Colville, $9,000; Nisqually, $8,000; Neah Bay, $1,000; Yakama, $1,000; S'Kokomish, $1,000; Tulalip, $1,000; and Qui-nai-elt, $1,000.						22,000 00	15,000 00
Incidental Expenses of Indian Service in Wyoming—							
General incidental expenses of the Indian service, including travelling expenses of agents	Appropriated..	22	448	1	.....	1,500 00	1,500 00
NOTE.—For Shoshone agency.							
MISCELLANEOUS.							
Pay of Indian Police—							
For the services of not exceeding eight hundred privates, at eight dollars per month each, and not exceeding one hundred officers, at ten dollars per month each, of Indian police, to be employed in maintaining order and prohibiting illegal traffic in liquor on the several Indian reservations, and for the purchase of equipments and of rations for policemen at non-ration agencies	Appropriated..	22	448	1	.....	115,000 00	70,000 00
Vaccination of Indians—							
For vaccine-matter and vaccination of Indians	Appropriated..	22	449	1	.....	1,000 00	800 00
Telegraphing, and Purchase of Indian Supplies—							
To pay the expenses of purchasing goods and supplies, under contract for the Indian service, including rent of warehouse and pay of necessary employés in New York; advertising, at rates not exceeding regular commercial rates; inspection, and all other expenses connected therewith, and telegraphing	Appropriated..	22	449	1	.....	40,000 00	40,000 00
Transportation of Indian Supplies—							
For necessary expenses of transportation of such goods, provisions, and other articles, for the various tribes of Indians provided for by this act, including pay and expenses of transportation agents	Appropriated..	22	450	1	.....	350,000 00	275,000 00
Survey of Indian Reservations—							
For this amount, for survey and subdivision of Indian reservations, and of lands to be allotted to Indians, to be expended under the direction of the Commissioner of Indian Affairs	Appropriated.. Submitted	22	86	1	.....	100,000 00	
Prevention of Liquor Traffic on Indian Reservations—							
For the employment of detectives, and for the detection and punishment of parties engaged in liquor traffic on or near Indian reservations	Submitted	.....	.....	.....	.....	5,000 00	

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Removal and Support of Confederated Bands of Utes—							
This amount, to reimburse the Ute removal fund, for sum expended out of said fund for the survey of public lands of the United States, formerly the Ute Indian reservation, in Colorado	Submitted				$21,575 35		
This amount, to reimburse the Ute removal fund, for sum expended out of said fund in payment for improvements of white settlers on lands in Utah selected for the location of the Uncompahgre Utes	do				10,338 25		
						$31,913 60	
Construction of Irrigating-Ditches—							
For the purpose of constructing irrigating-ditches at Indian agencies	Submitted					100,000 00	
Fulfilling Agreement with Chief Moses—							
For the purpose of carrying out in good faith the provisional agreement made July 7, 1883, with Chief Moses and his associates	Submitted					85,000 00	
Removal of Chippewa Indians—							
Removal and settlement of White Oak Point and Mille Lac bands of Chippewa Indians on the White Earth reservation, in Minnesota	Submitted					25,000 00	
Removal of Spokane Indians—							
Removal and settlement of the Upper and Middle bands of Spokane Indians on the Colville reservation, Washington Territory	Submitted					6,000 00	
Support of Indian Schools—							
Support of Indian day and industrial schools, and for other educational purposes not hereinafter provided for, for construction and repair of school-buildings, and for purchase of cattle and sheep for schools	Appropriated	22	448	1		1,161,800 00	$420,000 00
Support of Indian Schools in Alaska—							
Support and education of Indian children at industrial schools in Alaska	Submitted					25,000 00	
Support of Indian School near Arkansas City—							
Support of the industrial school near Arkansas City	Appropriated	22	449	1	30,000 00		
Building for employés at said school	Submitted				5,000 00		
Pay of superintendent of school near Arkansas City	do				1,500 00		
						36,500 00	20,000 00
Support of Indian School, Carlisle, Pa.—							
Support of Indian industrial school at Carlisle, Pa., and for transportation of children to and from said school	Appropriated	22	448	1	80,000 00		
Annual allowance to Capt. R. H. Pratt, in charge of said school	do				1,000 00		
Purchase of a farm for industrial purposes	Submitted				20,000 00		
						101,000 00	68,500 00
Support of Indian School at Forest Grove, Oreg.—							
Support of Indian industrial school at Forest Grove, Oreg., two hundred children, at $200 per annum each	Appropriated	22	448	1	40,000 00		
Pay of superintendent of Forest Grove school	Submitted				1,500 00		
Purchase of land and erection of buildings	do				25,000 00		
						66,500 00	30,000 00
Support of Indian School at Genoa, Nebr.—							
Support of industrial school for Indians at Genoa, Nebr	Appropriated	22	449	1	30,000 00		
Pay of superintendent of school at Genoa, Nebr	Submitted				1,500 00		
						31,500 00	20,000 00
Support of Indian Children at Hampton School, Va.—							
Support and education of one hundred and twenty Indian children at the school at Hampton, Va	Appropriated	22	448	1	21,000 00		
Transportation of children to and from said school	Submitted				5,000 00		
						26,000 00	16,700 00
Support of Indian School at Lawrence, Kans.—							
Support and education of three hundred and forty children, at $200 per annum each, at the Indian school at Lawrence, Kans	Submitted				68,000 00		
Pay of superintendent of school at Lawrence, Kans	do				2,000 00		
Teams, wagons, and farm-implements for manual-labor school	do				2,000 00		
						72,000 00	

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Support of Indian Children at Schools in States—							
Care, support, and education of Indian children at industrial, agricultural, or mechanical schools, other than those herein provided for, in any of the States of the United States, including transportation of Indian children to and from said schools, and also for the placing of children from all the Indian schools, with the consent of their parents, under the care and control of such suitable white families as may in all respects be qualified to give such children moral, industrial, and educational training, under arrangements in which their proper care, support, and education shall be in exchange for their labor	Appropriated..	22	449	1		$140,000 00	$75,000 00
Stock Cattle or Sheep for Indian Tribes—							
Purchase of stock cattle or sheep for Indian tribes	Appropriated..	22	449	1		50,000 00	50,000 00
INTEREST ON TRUST-FUND STOCKS.							
Payment of interest on certain abstracted and non-paying State stocks, belonging to the various Indian tribes, and held in trust by the Secretary of the Interior, for the fiscal year ending June 30, 1884:							
Interest on Cherokee National Fund—							
$68,000 00 Abstracted bonds	Appropriated..	22	450	2	$4,080 00		
13,000 00 Florida seven per cent. bonds	do				910 00		
28,000 00 North Carolina six per cent. bonds	do				1,680 00		
90,000 00 Virginia six per cent. bonds	do				5,400 00		
125,000 00 Tennessee five per cent. bonds	do				6,250 00		
118,000 00 South Carolina six per cent. bonds	do				7,080 00		
11,000 00 Louisiana six per cent. bonds	do				660 00		
						26,060 00	26,060 00
Interest on Cherokee School-Fund—							
$15,000 00 Abstracted bonds	Appropriated..	22	450	2	900 00		
7,000 00 Florida seven per cent. bonds	do				490 00		
13,000 00 North Carolina six per cent. bonds	do				780 00		
1,000 00 Virginia six per cent. bonds	do				60 00		
1,000 00 South Carolina six per cent. bonds	do				60 00		
2,000 00 Louisiana six per cent. bonds	do				120 00		
						2,410 00	2,410 00
Interest on Chickasaw National Fund—							
$168,000 00 Arkansas six per cent. bonds	Appropriated..	22	450	2	10,080 00		
104,000 00 Tennessee six per cent. bonds	do				6,240 00		
66,666 66⅔ Tennessee five-and-a-quarter per cent. bonds	do				3,500 00		
						19,820 00	19,820 00
Interest on Choctaw General Fund—							
$450,000 00 Virginia six per cent. bonds	Appropriated..	22	450	2		27,000 00	27,000 00
Interest on Delaware General Fund—							
$53,000 00 Florida seven per cent. bonds	Appropriated..	22	450	2	3,710 00		
87,000 00 North Carolina six per cent. bonds	do				5,220 00		
						8,930 00	8,930 00
Interest on Iowa Fund—							
$22,000 00 Florida seven per cent. bonds	Appropriated..	22	450	2	1,540 00		
21,000 00 North Carolina six per cent. bonds	do				1,260 00		
3,000 00 South Carolina six per cent. bonds	do				180 00		
9,000 00 Louisiana six per cent. bonds	do				540 00		
						3,520 00	3,520 00
Interest on Kaskaskia, Wea, Peoria, and Piankeshaw Fund—							
$16,300 00 Florida seven per cent. bonds	Appropriated..	22	450	2	1,141 00		
43,000 00 North Carolina six per cent. bonds	do				2,580 00		
3,000 00 South Carolina six per cent. bonds	do				180 00		
10,000 00 Louisiana six per cent. bonds	do				600 00		
5,000 00 Louisiana six per cent. bonds	do				300 00		
						4,801 00	4,801 00
Interest on Kaskaskia, Wea, Peoria, and Piankeshaw School-Fund—							
$20,700 00 Florida seven per cent. bonds	Appropriated..	22	450	2		1,449 00	1,449 00
Interest on Menomonee Fund—							
$19,000 00 Tennessee five per cent. bonds	Appropriated..	22	450	2		950 00	950 00
Interest on Ottawa and Chippewa Fund—							
$3,000 00 Virginia six per cent. bonds	Appropriated..	22	450	2	180 00		
1,000 00 Tennessee five per cent. bonds	do				50 00		
						230 00	230 00
NOTE.—For recapitulation of the Indian estimates, as furnished by the Indian Office, see Appendix "X."							
Total Indian Affairs						8,466,809 91	5,360,655 91

PENSIONS.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
UNDER THE DEPARTMENT OF THE INTERIOR.							
ARMY AND NAVY PENSIONS.							
Army and Navy Pensions—	.....	R. S.	913	4692 to 4791			
For the payment of pensions of the several classes provided for by the acts of Congress; for salaries of pension agents, and their fees for preparing vouchers, as provided by law, and the actual and necessary expenses incurred by pension agents as may be approved by the Secretary of the Interior, including rent, fuel, lights, postage on official matter to the Executive Departments and their bureaus, and to pensioners; also for fees and expenses of examining-surgeons, at the rates provided by existing laws, the sum of forty million dollars	Mar. 9, 1878	20	27	1–7			
	June 14, 1878	20	112	1			
	June 17, 1878	20	144	1			
	Jan. 25, 1879	20	265	1–5			
	Mar. 3, 1879	20	469	1–3			
	June 21, 1879	21	30	3	.....	$40, 000, 000 00	$86, 575, 000 00
	June 9, 1880	21	170	1			
	June 16, 1880	21	281	1, 2			
	Feb. 26, 1881	21	350	1, 2			
	July 25, 1882	22	174	1–5			
	Aug. 7, 1882	22	345	1, 2			
	Aug. 8, 1882	22	373	1			
	Feb. 28, 1883	22	431	1, 2			
	Mar. 3, 1883	22	453	1			
Total Pensions	.....	.....	.....	.....	.....	40, 000, 000 00	86, 575, 000 00

NOTE.—Out of the necessary items above mentioned, the Commissioner of Pensions is to set apart a sufficient sum for the payment of Navy pensions, the payment of such pensions, however, to be made out of the income of the "Navy-pension fund," so far as the same is sufficient for that purpose, and the expenditures under the several items mentioned are to be accounted for separately. In making this estimate to meet the payment on account of pensions, the amount required for the current year and that for which estimated herein are considered jointly, so that any unexpended balances out of the appropriation for the current year should be reappropriated for the service of the year 1885, in addition to the estimate for $40,000,000. For the service of the current year (1884) there was reappropriated (see chap. 58, Stats. at Large, 2d sess., 47th Congress) any unexpended balances out of the appropriation for Army or Navy pensions; also, that $50,000 out of the current year's appropriation for fees and expenses of examining-surgeons be made available for the service of the year 1883. As this amount was expended last year, that for the current year is lessened thereby. Of the $10,000 for current year for contingent expenses of pension agencies, $5,000 was made available for the year 1883.

In round numbers, $39,000,000, as the unexpended balance of the year 1883, stands as reappropriated for use during the current year, making the total amount available nearly $126,000,000. It is recommended that any unexpended balance out of this sum be reappropriated for the year 1885, additional to the estimate of $40,000,000 herein specified.

Section 4755 of the Revised Statutes provides that Navy pensions shall be paid out of the "Navy-pension fund" upon an appropriation by Congress, so far as the same may be sufficient.

The act of June 14, 1878, fixes the compensation of pension agents, and that of July 25, 1882, section 4, fixes the compensation of examining-surgeons.

PUBLIC WORKS.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
UNDER THE TREASURY DEPARTMENT.							
PUBLIC BUILDINGS.							
Abingdon, Va.: Court-House, Post Office, &c.—							
Completion of building	July 7, 1882	22	153	1			
	Aug. 7, 1882	22	304	1			
	Submitted				.....	$25,000 00	
Albany, N. Y.: Custom-House and Post Office—							
Completion of building and approaches. and for elevators.	Mar. 12, 1872	17	39	1			
	Mar. 3, 1877	19	351	1			
	Appropriated	22	603	1	.....	55,000 00	$45,000 00
Baltimore, Md.: Post Office, Court-House, &c.—							
Continuation	June 18, 1879	21	21	1			
	Mar. 5, 1880	21	66	1			
	Mar. 3, 1881	21	435	1			
	Appropriated	22	603	1	.....	400,000 00	125,000 00
Brooklyn, N. Y.: Post Office, &c.—							
Continuation	July 12, 1882	22	161	1			
	Appropriated	22	604	1	.....	200,000 00	200,000 00
Boston, Mass.: Post Office and Sub-Treasury—							
Completion, and additional vaults	Mar. 3, 1873	17	524	1			
	Appropriated	22	603	1	.....	50,000 00	100,000 00
Buffalo, N. Y.: Custom-House and Post Office, (Extension)—							
Completion of building	Aug. 7, 1882	22	305	1			
	Appropriated	22	604	1	.....	37,500 00	50,000 00
Cincinnati, Ohio: Custom-House and Post Office—							
Completion of building	June 23, 1874	18	227	1			
	Appropriated	22	603	1	.....	400,000 00	250,000 00
Concord, N. H.: Post Office, Court-House, &c.—							
Completion of building	June 10, 1882	22	100	1, 2			
	Submitted				.....	100,000 00	
Charleston, S. C.: Custom-House—							
Rebuilding custom-house wharves	Submitted				.....	25,000 00	
Columbus, Ohio: Court-House, Post Office, &c.—							
Continuation	Apr. 11, 1882	22	44	1			
	Submitted				.....	100,000 00	
Denver, Colo.: Court-House, Post Office, &c.—							
Continuation	May 8, 1882	22	61	1			
	Appropriated	22	604	1	.....	100,000 00	25,000 00
Des Moines, Iowa: Court-House and Post Office—							
Completion of extension and remodelling interior	Aug. 7, 1882	22	315	1			
	Appropriated	22	604	1	.....	50,000 00	40,000 00
Detroit, Mich.: Court-House, Post Office, &c.—							
Continuation	May 25, 1882	22	96	1–3			
	Submitted				.....	200,000 00	
Erie, Pa.: Court-House, Post Office, &c.—							
Completion of building	June 27, 1882	22	108	1, 2			
	Submitted				.....	50,000 00	
Fort Wayne, Ind.: Court-House, Post Office, &c.—							
Completion of building	Aug. 8, 1882	22	369	1, 2			
	Submitted				.....	75,000 00	
Galveston, Tex.: Court-House, Post Office, &c.—							
Completion of building	May 25, 1882	22	95	1			
	Submitted				.....	62,500 00	
Hannibal, Mo.: Post Office, &c.—							
Completion of building	May 25, 1882	22	93	1			
	Submitted				.....	37,500 00	
Harrisonburg, Va.: Court-House, Post Office, &c.—							
Completion of building	July 7, 1882	22	153	1			
	Submitted				.....	25,000 00	

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Jackson, Miss.: Court-House, Post Office, &c.—							
Completion of building and approaches	Mar. 2, 1881	21	379	1	.....	$15,000 00	
	Submitted	.....	.....	.....			
Kansas City, Mo.: Custom-House, Post Office, &c.—							
Completion of building and approaches	Apr. 29, 1878	20	39	1, 2	.....	50,000 00	
	June 16, 1880	21	259	1			
	Submitted	.....	.....	.....			
Key West, Fla.: Marine Hospital—							
Completion of sea-wall to protect marine-hospital property	Aug. 7, 1882	22	305	1	.....	1,000 00	
	Submitted	.....	.....	.....			
Leavenworth, Kans.: Court-House, Post Office, &c.—							
Completion of building	Aug. 7, 1882	22	305	1	.....	45,000 00	$45,000 00
	Appropriated ..	22	604	1			
Louisville, Ky.: Court-House, Post Office, &c.—							
Continuation	May 25, 1882	22	94	1, 2	.....	100,000 00	140,000 00
	Appropriated ..	22	304	1			
Lynchburg, Va.: Court-House, Post Office, &c.—							
Completion of building	June 10, 1882	22	101	1	.....	50,000 00	
	Submitted	.....	.....	.....			
Memphis, Tenn.: Custom-House, Court-House, and Post Office—							
Completion of building and approaches	May 23, 1876	19	55	1	.....	50,000 00	25,000 00
	June 20, 1878	20	210	1			
	Aug. 7, 1882	22	304	1			
	Appropriated ..	22	603	1			
Memphis, Tenn.: Marine Hospital—							
Approaches, fencing, terracing lot, heating and laundry apparatus	Mar. 9, 1882	22	28	1, 2	.....	30,000 00	16,000 00
	Appropriated ..	22	603	1			
Marquette, Mich.: Court-House, Post Office, &c.—							
Completion of building	July 27, 1882	22	177	1	.....	50,000 00	
	Submitted	.....	.....	.....			
Minneapolis, Minn.: Post Office, &c.—							
Completion of building	Apr. 11, 1882	22	43	1, 2	.....	55,000 00	60,000 00
	Appropriated ..	22	604	1			
New Orleans, La.: Custom-House and Post Office—							
Completion of repairs, and for elevators	Aug. 7, 1882	22	304	1	.....	25,000 00	15,000 00
	Appropriated ..	22	603	1			
New Orleans, La.: Marine Hospital—							
Additional ward, heating and laundry apparatus, and for approaches	Aug. 7, 1882	22	306	1	.....	20,000 00	
	Submitted	.....	.....	.....			
New Haven, Conn.: Custom-House and Post Office—							
Extension and alteration of custom-house and post-office building for accommodation of post office	Submitted	.....	.....	.....	.....	50,000 00	
Paducah, Ky.: Post Office, Court-House, &c.—							
Iron fence, gates, &c	Apr. 14, 1880	21	73	1	.....	2,000 00	8,500 00
	Appropriated ..	22	604	1			
Peoria, Ill.: Post Office, Court-House, &c.—							
Continuation	May 9, 1882	22	62	1, 2	.....	100,000 00	
	Submitted	.....	.....	.....			
Pittsburgh, Pa.: Court-House and Post Office—							
Continuation	Mar. 3, 1873	17	621	1	.....	150,000 00	125,600 00
	May 24, 1880	21	142	1			
	Appropriated ..	22	604	1			
Quincy, Ill.: Post Office, Court-House, &c.—							
Completion of building	May 9, 1882	22	62	1	.....	87,500 00	
	Submitted	.....	.....	.....			
Rochester, N. Y.: Court-House, Post Office, &c.—							
Completion of building	May 25, 1882	22	94	1	.....	80,000 00	70,000 00
	Appropriated ..	22	604	1			
Scranton, Pa.: Post Office, &c.—							
Completion of building	July 27, 1882	22	177	1	.....	37,500 00	
	Submitted	.....	.....	.....			

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
St. Joseph, Mo.: Post Office, &c.—							
Completion of building	Aug. 5, 1882	22	299	1, 2		$25,000 00	
	Submitted						
Syracuse, N. Y.: Post Office, Court-House, &c.—							
Continuation	May 25, 1882	22	95	1		30,000 00	$70,000 00
	Appropriated	22	604	1			
Terre Haute, Ind.: Post Office, &c.—							
Completion of building	July 7, 1882	22	152	1		75,000 00	
	Submitted						
Toledo, Ohio: Custom-House, Court-House, &c.—							
Completion of building	June 16, 1880	21	282	1		122,467 42	
	Submitted						
Topeka, Kans.: Court-House and Post Office—							
Approaches, fencing, grading, &c	June 20, 1878	20	210	1		10,000 00	16,200 00
	June 16, 1880	21	259	1			
	Mar. 3, 1881	21	436	1			
	Appropriated	22	604	1			
Williamsport, Pa.: Court-House, Post Office, &c.—							
Completion of building	Aug. 3, 1882	22	217	1		50,000 00	
	Submitted						
Washington, D. C.: Treasury Building—							
Annual repairs to Treasury building	Appropriated	22	604	1		25,000 00	15,000 00
Building, Bureau of Engraving and Printing—							
Out-building for ink-mill, storage, &c	Submitted					15,000 00	
Marine Hospital, New York, N. Y.—							
For the purchase of buildings and grounds known as the Seaman's Retreat Hospital, near Stapleton Ferry landing, on Staten Island, New York, including water front, for use of the Marine Hospital Establishment, as recommended by the Supervising Surgeon-General of the Marine-Hospital Service in his annual report for fiscal year 1883, pages 24 and 25	Submitted					280,000 00	
Repairs and Preservation of Public Buildings—							
Repairs and preservation of custom-houses, court-houses, post offices, and other public buildings under control of Treasury Department	Appropriated	22	604	1		175,000 00	150,000 00
Repairs of Marine Hospitals—							
Repairs of all marine hospitals under control of Treasury Department	Submitted					50,000 00	
NOTE.—For explanation of the above estimates for public buildings, see Appendix "Y."							
Total Public Buildings under Treasury Department						3,847,967 42	1,591,300 00
LIGHT-HOUSES, BEACONS, AND FOG-SIGNALS.							
Lubec Narrows Light-Station, Maine—							
Establishing a light to guide through the dredged channel in Lubec Narrows, Maine	Submitted					$40,000 00	
NOTE.—Since the dredged channel between Lubec and Campobello Island, on the coast of Maine, has been completed by the War Department, it has become evident that, to make this channel of value to commerce at night, a light should be established at the entrance.							
Green Island Light-Station, Maine—							
Establishing a light upon Green Island, near the entrance to Burnt Coat harbor, Maine	Submitted					12,000 00	
NOTE.—Burnt Coat harbor is an excellent and capacious harbor of refuge. The range-lights which guided to the entrance were unsatisfactory, and a vessel was wrecked during the year while trying to make the harbor by their aid. One of them was accordingly discontinued, and it is proposed to erect in its stead a light-house on Green Island, about one mile to the southward of the entrance.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation.) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Hyannis Light-Station, Massachusetts—							
Establishing a small beacon to range with the main light at Hyannis, Mass., the lease of the site for the purpose being hereby authorized	Submitted					$350 00	
NOTE.—Vessels entering this harbor steer directly for the main light, passing close to the eastern end of the breakwater, upon which there is danger of running in making this long course on a compass-bearing. This will be obviated by placing a small light in front and exactly in range of the axis of the channel. The only situation where this can be properly done is on the end of a wharf not owned by the United States. The proposed beacon will be only a temporary structure, and permission to use the wharf can be had for a nominal sum.							
Saybrook Beacon-Light, Connecticut—..							
Completing the erection of a beacon-light on the end of the west jetty-wall at Saybrook, Conn.	Appropriated Submitted	22	309	1		18,000 00	
NOTE.—The amount appropriated last year ($20,000) was about half the sum necessary to complete the structure. Working plans made with great care show that the structure will cost $38,000, and it is not seen how it can be properly erected for less.							
Hell Gate Electric Lights, New York—							
Duplicating the apparatus and machinery necessary for the production of electric light in the tower at Hallet's Point, near Hell Gate, New York, and for the purchase of land for the site	Appropriated	22	607	1		17,000 00	$400 00
NOTE.—It is necessary to provide against any accident at this important light, by installing a duplicate set of apparatus and machinery, which will always be ready for use in case the other is disabled.							
Romer Shoal Light-Station, New York—							
Establishing a light on Romer shoal, in the lower bay of New York	Submitted					25,000 00	
NOTE.—This light is necessary to enable vessels (particularly those inward bound) to pass through the Swash channel with safety when the weather is such that the Staten Island ranges cannot be defined with certainty. The use of the Swash channel lessens the distance between the bar and the upper harbor of New York two and three-quarter miles. During the winter months, when the lower bay is filled with field ice moving in floes of great area, it becomes hazardous to use the main ship-channel. At such times the Swash channel can often be used with comparative safety, as the running ice found there has become broken in the upper bay or on the shoals on either side of the Swash channel.							
Lights, Lake Champlain—							
Establishment of lights on Watch Point, and to guide through the channel between North and South Hero Islands, Lake Champlain	Submitted					1,000 00	
NOTE.—The channel at these points is so narrow that it is practically useless at night if unlighted. It is proposed to establish inexpensive lights on posts protected by piles.							
Cape Charles Light-Station, Virginia—							
Protecting the site of Cape Charles light-station, entrance to Chesapeake bay, Virginia	Submitted					15,000 00	
NOTE.—The encroachments of the sea upon the shore at this important station have been observed for many years. Since 1857 about 300 feet has been washed away. The water-line is now within 300 feet of the tower, and still nearer the keeper's dwelling. By stakes driven down five years ago, it is shown that the average annual encroachment is now about 30 feet. If this erosion is not arrested, the station must be abandoned in a few years at the latest, while any prolonged severe storm may destroy it. It is recommended to protect it by means of one or more jetties.							
Page's Rock Light-Station, Virginia—							
Establishing a light on Page's Rock, in York river, Virginia	Submitted					25,000 00	
NOTE.—This rock is quite dangerous, even to small vessels. The increase of commerce upon the river, and still greater prospective increase, make a light at this point quite necessary. The continuation of railroads now centring at West Point, head of York river, includes over thirteen hundred miles of road, necessitating additional and daily lines of steamers to New York and Baltimore.							
Greenbury Point Light-Station, Maryland—							
Building a light-house on the shoal off Greenbury Point, Maryland, to replace the one on the point	Submitted					25,000 00	
NOTE.—The land about the light-house on the point is washing away, and the structure is endangered. In its present position the light is of little use, as it is difficult to distinguish it from the lights of Annapolis. It is proposed to build a new structure nearer the channel.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Pamplico Light-Station, North Carolina—							
Building a new screw-pile light-house off Pamplico Point, North Carolina, to replace the light on the point.....	Submitted	.....	.....	.....	.....	$25, 000 00	
NOTE.—The present structure is in danger of being washed away. A light on the shoal will be of much greater value to the extensive commerce of these waters, and would cost but little, if any, more than a permanent protection for the present tower and dwelling.							
Croatan Light-Station, North Carolina—							
Removing the Croatan light-house to a point where it will be of more value to navigators.....	Submitted	.....	.....	.....	.....	15, 000 00	
NOTE.—For a number of years past complaints have been made that this light was not sufficiently near the buoy which marks the spot where vessels must change their course. A recent survey shows that in case the weather is such that this buoy cannot be easily found, vessels are in great danger of going aground. The removal of the light-house to a situation nearer the buoy will obviate this danger.							
Depot in the Fifth District, Virginia—							
Establishing a buoy and supply depot at Fortress Monroe, Va., in place of the one now at Portsmouth, Va.....	Submitted	.....	.....	.....	.....	10, 000 00	
NOTE.—The buoy depot at Portsmouth is of little use without the slip alongside of its wharf. Under a recent decision of the Virginia courts, the Light-House Establishment is debarred the use of that slip. It further appears that the proposed site on the military reservation at Fortress Monroe is a proper one, that there is ample room for it, and that there is good water within thirty feet of the beach.							
Mosquito Inlet Light-Station, Florida—							
Completing the light-house at Mosquito Inlet, Florida	Appropriated..	22	607	1	.....	70, 000 00	$30, 000 00
NOTE.—This sum will be necessary to complete this important work during the year.							
Rebecca Shoal Light-Station, Florida—							
Beginning the erection of a light-house on Rebecca shoal, Florida reefs, Florida.....	Submitted.....	.....	.....	.....	.....	20, 000 00	
NOTE.—This dangerous shoal is now marked by a large iron day-beacon, which is of no use to navigators at night. This light, when established, will complete the system for lighting the dangerous reefs of Florida.							
Sand Island Light-Station, Alabama—							
For protecting the site or commencing the rebuilding of the light-house at Sand Island, Alabama.....	Submitted	.....	.....	.....	.....	10, 000 00	
NOTE.—This important light, which marks the approach to Mobile, is being undermined by the encroachments of the sea. It is intended to attempt its protection by a jetty. If that fails, a skeleton tower must be built.							
Milwaukee Light-Station, Wisconsin—							
Building a new light-house to take the place of the one at the north point of Milwaukee bay, Wisconsin.....	Submitted.....	.....	.....	.....	.....	15, 000 00	
NOTE.—The present structure is in danger from the gradual abrasion of the shore. It is proposed to abandon it, purchase additional land, and build a new dwelling and tower.							
Northwest Seal Rock Light-Station, California—							
Continuing the construction of a light-house on Northwest Seal Rock, off Point Saint George, California.....	Appropriated..	22	607	1	.....	150, 000 00	50, 000 00
NOTE.—The appropriation made last year for this important work was too small, and, in consequence, operations must be suspended in the spring until a new appropriation can be made. The sum asked is no more than sufficient to continue the work on this almost inaccessible rock during the next season.							
Steam-Tender for the Pacific Coast—							
Building a steam-tender for service on the Pacific coast....	Submitted.....	.....	.....	.....	.....	88, 500 00	
NOTE.—To replace a tender twenty-six years old, which is now unseaworthy and beyond economical repair. Notwithstanding large sums are expended to keep her in repair, she cannot make steam enough to tow a first-class whistling buoy into position, so that second-class buoys are used by necessity on the coasts of Oregon and Washington Territory. There is constant anxiety lest she be caught in a storm at a distance from a harbor, and lost; hence, she can only be of real service when there is little danger of heavy weather.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Establishment and Maintenance of Lighted Buoys—							
For the establishment and maintenance of lighted buoys...	Appropriated..	22	608	1	.....	$5,000 00	$25,000 00
NOTE.—These may be used in some localities in place of expensive light-houses or light-ships.							
That it shall be the duty of the Light-House Board to apply the money herein appropriated, other than for surveys, as far as can be, without detriment to the interests of the Government, by contract. Where work cannot be done, or materials purchased, by contract without injury to the public interests, it may be prosecuted by hired labor and materials purchased in open market.							
Total Light-houses, Beacons, and Fog-Signals.....	.....	.....	.....	.....	.....	586,850 00	105,400 00
Total Public Works under Treasury Department.....	.....	.....	.....	.....	.....	4,434,817 42	1,696,700 00
UNDER THE NAVY DEPARTMENT.							
NAVY YARDS AND STATIONS.							
NOTE.—The chief of the Bureau of Yards and Docks furnishes the following estimates for the improvement of the navy yards and stations, amounting to $2,208,500. They are not submitted by the Secretary of the Navy, for the reason that, in his opinion, before making further appropriations for the permanent improvement of the navy-yards, Congress should adopt a definite and complete plan, determining what yards shall be closed as working yards, and what yards shall continue to be used for construction and repair, and how the latter shall be improved. It is, however, requested that these estimates of the chief of the bureau may be printed for information with his other estimates.							
Navy-Yard, Portsmouth, N. H.—							
Water-works	Submitted.....	.....	.....	.....	$25,000 00		
Total $25,000							
Navy-Yard, Boston, Mass.—							
Water-pipes	Submitted.....	.....	.....	.....	25,000 00		
Cart-shed	.....do.....	.....	.....	.....	10,000 00		
Paving and grading.....	.....do.....	.....	.....	.....	20,000 00		
Floating gate for dry-dock	.....do.....	.....	.....	.....	30,000 00		
Rebuilding wharves.....	.....do.....	.....	.....	.....	50,000 00		
Total $135,000							
Navy-Yard, Brooklyn, N. Y.—							
Building for yards and docks for general storage.....	Submitted.....	.....	.....	.....	85,000 00		
Boiler-shop, (wing to machine-shop)	.....do.....	.....	.....	.....	136,000 00		
Shipwright-shed	.....do.....	.....	.....	.....	10,000 00		
Paint-shop	.....do.....	.....	.....	.....	20,000 00		
Dredging.....	.....do.....	.....	.....	.....	50,000 00		
Caisson for dry-dock.....	.....do.....	.....	.....	.....	30,000 00		
Total $331,000							
Navy-Yard, League Island, Pa.—							
Landing-wharf foot Fifteenth street, (75 by 400)	Submitted.....	.....	.....	.....	26,000 00		
Dredging and filling in	.....do.....	.....	.....	.....	100,000 00		
Total $126,000							
Navy-Yard, Washington, D. C.—							
New ordnance machine-shop	Submitted.....	.....	.....	.....	95,000 00		
Extension of yard-wall.....	.....do.....	.....	.....	.....	21,000 00		
Dredging, continuation of.....	.....do.....	.....	.....	.....	25,000 00		
Total $141,000							
Navy-Yard, Norfolk, Va.—							
Two centrifugal cataract-pumps, including engine-house, pump-well, culvert, and boiler	Submitted.....	.....	.....	.....	45,000 00		
Extension of quay-wall.....	.....do.....	.....	.....	.....	200,000 00		
Dry-dock extension	.....do.....	.....	.....	.....	200,000 00		
Railroad extension and engine-house.....	.....do.....	.....	.....	.....	20,000 00		
Coal-house, No. 54.....	.....do.....	.....	.....	.....	60,000 00		
Marine railway	.....do.....	.....	.....	.....	100,000 00		
Total $625,000							
Navy-Yard, Mare Island, Cal.—							
Continuation of dry-dock	Submitted.....	.....	.....	.....	500,000 00		
Extension of timber-shed	.....do.....	.....	.....	.....	11,000 00		
Cisterns.....	.....do.....	.....	.....	.....	40,000 00		
Wharves, bridges, landings, and boats.....	.....do.....	.....	.....	.....	75,000 00		
Roads, walks, gutters and drains	.....do.....	.....	.....	.....	20,000 00		
Artesian wells.....	.....do.....	.....	.....	.....	10,000 00		
Total $656,000							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Naval Station, New London, Conn.—							
Quay-wall	Submitted				$150,000 00		
Total.....$150,000							
Naval Station, Key West, Fla.—							
Bulkhead at water-front	Submitted				4,500 00		
Purchase of Mallory lot	do				15,000 00		
Total.....$19,500							
Total by chief of Bureau Yards and Docks..$2,208,500							
Repairs and Preservation at Navy-Yards—							
For navy yards and stations	Appropriated..	22	620	1		$400,000 00	$200,000 00
Naval Training Station, Coasters Harbor Island, Rhode Island—							
For completion of wharf, $23,000; dredging, $5,000; heating apparatus and water supply for drill-hall and training-ships, $5,000; and for repair of old building and main causeway, $2,000	Appropriated..	22	620	1		35,000 00	45,000 00
MISCELLANEOUS.							
New Naval Observatory—							
For the purpose of erecting a new observatory upon the site purchased under the act of Congress approved February 4, 1880, (21 Stats., page 64)	Submitted					586,138 00	
NOTE.—See Appendix "Z."							
Total Public Works under Navy Department						1,021,138 00	245,000 00
UNDER THE INTERIOR DEPARTMENT.							
PUBLIC BUILDINGS.							
Interior-Department Building—							
Continuing the reconstruction of the south and east wings of the Interior-Department building by completing the work on the south wing and main portico on F street ready for reoccupancy	Appropriated..	22	621	1	91,000 00		
Replacing the corroded and insufficient heating apparatus of the south wing by an improved low-pressure steam-heating apparatus	Submitted				18,000 00		
NOTE.—For explanation of the two foregoing estimates, see Appendix "Aa."							
Construction of coal-vaults on the north and west fronts of the building, and the replacing of flagging ruined by débris from fire of 1877	Submitted				12,500 00		
NOTE.—The overcrowded condition of the building within the outer walls for storage has made it necessary to use the halls of the north and west wings for the storage of valuable books and papers, which are each year more or less damaged from dust and other causes while taking in the winter supply of fuel, all the coal for these wings being now dumped on the streets and wheeled through halls to store-rooms, causing serious annoyance and delay. Besides, a very considerable reduction could be effected in the price of coal each year should contractors be enabled to dump coal into the vaults, instead of, as now, wheeling it through halls into inner coal-vaults. The space of the inner coal-vaults thus gained would be of great value for the storage of documents and files, if not needed for the storage of fuel.							
Rebuilding of furnaces in the east wing and putting them in serviceable and safe condition	Submitted				1,500 00		
						$123,000 00	$60,000 00
NOTE.—The present furnaces are built of coils of two-inch wrought-iron pipe, and have been in use since 1863. They are now nearly burnt out, and, unless replaced soon, these wings must be without heat.							
Casual Repairs, Interior-Department Building—							
Casual repairs of the Interior-Department building	Appropriated..	22	621	1		6,000 00	5,780 00
Capitol Extension—							
Work at the Capitol, and for general repairs thereof, including wages of mechanics, workmen, and fresco-painter	Appropriated..	22	621	1		40,000 00	54,400 00
	Appropriated..	22	632	1			

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Improving Capitol Grounds—							
Continuing the work of the improvement of the Capitol grounds, and for the care of the grounds, including the pay of the landscape architect, one clerk, and the wages of mechanics, gardeners, and laborers	Appropriated..	22	621	1	$52,000 00		
Constructing terrace on the north and south of the Capitol, sections marked on plan A and M, including the wages of mechanics and laborers	....do....	....	....	....	138,708 47		
NOTE.—The details of this estimate, as required by act of March 3, 1883, (22 Stats., 621,) will be forwarded by letter to the House Committee on Appropriations.						$190,708 47	$65,000 00
Lighting the Capitol and Grounds—							
Lighting the Capitol and grounds about the same, including the Botanic Garden, Senate and House stables; for gas, pay of superintendent of meters, lamplighters, gas-fitters, and for material for gas-lighting, electric lighting, and general repairs	Appropriated..	22	621	1	....	27,000 00	30,000 00
Enlarging Court-House, Washington, D. C.:							
Work on terrace, water-closets in upper story, and for painting roof, and for general repairs	Feb. 23, 1881 Submitted....	21	331	1	....	2,000 00	
Buildings and Grounds, Government Hospital for the Insane—							
General repairs and improvements	Appropriated..	22	625	1	10,000 00		
NOTE.—This is the sum which has been appropriated for several years past for this purpose, and is needed to preserve the property and keep everything in good working condition.							
Special improvements, viz:							
A barn for stock and the storage of farm products	....do....	....	....	....	5,000 00		
Greenhouse and cold grapery	....do....	....	....	....	3,000 00		
Cottages on the outside farm	....do....	....	....	....	2,400 00		
To continue the protection from fire	....do....	....	....	....	5,000 00		
NOTE.—The estimate for current expenses, Government Hospital for the Insane, will be found under the title of "Miscellaneous," *post.* (In explanation of the above estimate, see Appendix "B*b*.")						25,400 00	24,500 00
Buildings and Grounds, Columbia Institution for the Deaf and Dumb—							
For the improvement and enclosure of the grounds and repairs of buildings	Appropriated..	22	626	1	....	5,000 00	3,000 00
NOTE.—The amount asked for the improvement of the grounds, &c., is greater by $1,500 than the appropriation for the present year. This increased amount is needed to continue the work on the front enclosure of the grounds, and a larger sum could be used to advantage were Congress disposed to increase the amount. The completion of the Boundary sewer along our front enclosure should be finished at an early day.—(*E. M. Gallaudet, president.*) The estimate for current expenses, Columbia Institution for the Deaf and Dumb, will be found under the title of "Miscellaneous," *post.*							
Buildings and Grounds, Howard University—							
For general repairs	Appropriated..	22	626	1	....	5,000 00	3,500 00
Library and Cabinet, Howard University—							
Enlarging and improving the accommodations for the library and mineral cabinet, and philosophical and chemical apparatus	Submitted.....	....	....	....	....	3,500 00	
NOTE.—The estimate for maintenance of Howard University will be found under the title of "Miscellaneous," *post.* (In explanation of the above estimates, see Appendix "C*c*.")							
Buildings, National Museum—							
Construction, in a fire-proof manner, of an additional museum building, to receive the collections and laboratories in chemistry, geology, mineralogy, metallurgy, taxidermy, &c.; and for the offices and laboratories of the United States Geological Survey, to be erected under the direction aud supervision of the Regents of the Smithsonian Institution, on the southwest corner of the grounds of the Smithsonian Institution	Submitted....	....	....	....	200,000 00		
Erection of a fire-proof brick storage building east of the National Museum, for receiving, unpacking, assorting, and storing the natural history collections of the Government; to replace the wooden structures now used for the purpose	....do....	....	....	....	10,000 00		
Covering coal-vaults and sidewalk on south and east fronts of National Museum building	....do....	....	....	....	1,000 00		
						211,000 00	
Total Public Works under Department of Interior..	....	....	....	....	....	638,608 47	246,180 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
UNDER THE DEPARTMENT OF JUSTICE.							
Buildings, Reform School, District of Columbia—							
Permanent improvements:							
One family building, (home for small boys,) complete, to include heating, plumbing, and gas-fixtures	Appropriated..	22	626	1	$10,500 00		
One chapel building for religious services and school entertainments	....do....	....	....	....	3,750 00		
One school-bell in tower of main building	....do....	....	....	....	150 00		
Necessary repairs to main and family building, including painting outside and inside	.... do....	....	....	....	1,200 00		
						$15,600 00	$7,500 00
Repairs to Court-House, Washington, D. C.:							
For annual repairs to the court-house in the city of Washington, D. C., per estimate of the Architect of the Capitol..	Appropriated..	22	629	1	....	1,000 00	1,000 00
Total Public Works under Department of Justice	....	....	....	....	....	16,600 00	8,500 00
UNDER THE WAR DEPARTMENT.							
ARSENALS.							
Rock Island Arsenal, Rock Island, Ill.—							
Completing shop H, an iron-finishing shop for the armory..	Appropriated..	22	613	1	55,000 00		
NOTE.—This is the last but one of the armory shops, and is marked "H" on the accompanying map. It was begun in September, 1878. The amount estimated for is for completing the building, and includes finishing the roof-frame, putting it on and putting on the roof, putting in fire-proof arches, all the wood-work, glass and copper, painting, stone floors for basement, iron stairways, area walls, steps, platforms, grading, and water-pipes. It would be very advantageous for an economical prosecution of the work if the whole amount asked for could be appropriated, and the building completed during the year.							
Shop K, an iron-finishing shop for the armory	....do....	....	....	....	100,000 00		
NOTE.—This is the last of the armory shops, and the last shop required to complete the plans for both the armory and arsenal shops. It is marked "K" on the accompanying map. It was begun in August, 1881. The present appropriation, now available, is sufficient to nearly complete the walls of the third story. The amount now estimated for would be sufficient for completing this story; for putting in iron floor-beams, iron columns, and other iron-work for the third floor; for building the walls of the fourth story; for making and putting on the iron roof-frame; for purchasing the lumber required for the building, and stacking the same for seasoning; and for purchasing a portion of the brick required for fire-proof arches. This would leave the building in such condition that it could be easily finished in one more year, and so complete all the shops required for both the arsenal and armory. For an economical prosecution of the work, it is earnestly recommended that the whole amount estimated for be appropriated.							
Completing storehouse No. 4	....do....	....	....	....	54,000 00		
NOTE.—This building was commenced last spring. The present appropriation will about complete the third story. As this building is much needed for immediate use, and it would be much more economical to complete it at once than to protract the work through two years, thereby also risking damage to the heavy timbers of the floors until the building is covered in, it is earnestly recommended that the whole amount required for completing the building should be appropriated.							
Storehouse I	Submitted	....	....	....	35,000 00		
NOTE.—This building is not yet commenced. It is proposed to locate it at the point marked "Storehouse I," on the accompanying map. The amount estimated for would make all necessary excavations for basement and foundations, furnish material much needed in grading grounds, put in foundations and a portion of the walls, and is estimated for now for the important purpose of prosecuting the work economically.							
Fire-proof stone building for offices for armory and arsenal..	....do....	....	....	....	46,000 00		
NOTE.—It is proposed to locate this building at the point marked "O" on the accompanying map. The building is intended as a general office for both the arsenal and armory and for all the business of the post. It should be fire-proof throughout, and contain vaults for the books, records, and funds of the arsenal, and it should coincide somewhat in its architecture, appearance, and stone used with the other buildings at the arsenal. The amount asked for is deemed sufficient for procuring foundations, building the walls with suitable architecture, and putting in the iron beams for fire-proof floors, and other iron-work. The important reasons for making this estimate are that an office is required for immediate use; it has to be built some time, and the work can be done much cheaper and better by doing it slowly, in connection with other work, than after the other work is completed. There is now no office at this arsenal. For present use, rooms have been temporarily partitioned off in the north end of the west wing of shop "B," (one of the finishing-shops for the armory.) This furnishes sufficient office-room, but the partitions are of wood and very temporary, and therooms are badly heated with stoves. The office is not comfortable in winter, and there is some danger of fire, endangering the loss or damage of a very costly building and the loss of the records of the arsenal.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Rock Islaud Arsenal, Rock Island, Ill.—Continued.							
Two blocks of officers' quarters, (stone)	Submitted				$38,000 00		
NOTE.—An estimate for these buildings has been made in preceding years, but an appropriation was not made. It is somewhat important that the buildings should be erected, and therefore the estimate is renewed. There are quarters for only a portion of the officers at the arsenal, and the others are still living in the very temporary wooden buildings hastily put up in connection with the military prison here during the war. These buildings are now worthless; they were badly built, and have so decayed that they can hardly be maintained, and are not in a habitable condition. They are in the way of other improvements, and ought to be removed. The proposed permanent buildings are all that are now required, and their construction is very desirable.							
Lumber storehouse	do				14,000 00		
NOTE.—This building is not yet commenced. The amount estimated for is the total amount required for completing the building. It is proposed to locate it at the point marked "L. S." on the accompanying map. It is to be 53 feet by 234 feet, one story high; to be built of brick; exterior of walls to be faced with pressed cream-colored Milwaukee brick, to harmonize in color with the adjacent stone buildings; to have a slate roof; and to be provided with a railroad switch (or siding) running lengthwise through, and an over-traveller for economical unloading and stacking of lumber, and for handling other heavy loads. This building is badly needed for immediate use in storing and seasoning the better grades of lumber. There is now no lumber storehouse at the arsenal. Lumber is stacked for seasoning, and then temporarily covered with rough sheds. This is not economical; does not answer for long seasoning; prevents the use of proper regulations for issuing lumber, and the location of the piles causes considerable danger from fires. The dimensions of the building are planned to meet the permanent requirements of the arsenal, after building work is completed, for storing lumber required in the construction of stores and repairs of the arsenal. It is also adapted for storing, painting, and loading on cars for shipment heavy artillery-carriages and other heavy weights. The construction of the building at this time is also important, that economic use may be made of excavations for grading and for filling low ground preparatory to laying necessary railway-tracks.							
General care, preservation, and improvement; for building new roads; for care and preservation of the water-power; for painting and care and preservation of permanent buildings, bridges, and shores of the island; for building fences, grading grounds, and repairs and extension of railroad	Appropriated	22	613	1	26,000 00		
NOTE.—This work is almost absolutely necessary in the progress of the work of building the arsenal. The roads are required for immediate use in building operations, and should be so permanently built as to become a permanent part of the arsenal, and this work on roads, grading, and sewers can be done far more economically while other excavations and building are going on, and the two kinds of work which are dependent. A large portion of the amount is absolutely necessary for the preservation of immense buildings and extensive roads, bridges, and other constructions already built, and for the maintenance of the water-power and transmission of power. I cannot too strenuously urge the importance of this estimate, and the economy and necessity of an appropriation of the whole amount asked for.							
Machinery and shop-fixtures	do				17,000 00		
						$385,000 00	$202,500 00
NOTE.—It is proposed, with the money estimated for, to continue the work of putting shafting and other fixtures into the shops now being completed, to add to the plant of the arsenal such machines as are required for immediate use and form part of the permanent plant of the arsenal, and to continue the construction of one of the great lines of shafting for connecting the shops with the water-power. It is important that the fitting up of the shops for use should progress with the construction of the buildings. These fixtures are manufactured in the arsenal shops, and the work can be done much more cheaply at slack times, in connection with other work, than if postponed till the other work is completed.							
Rock Island Bridge—							
Care and preservation, and expense of maintaining and operating the draw	Appropriated	22	613	1	9,000 00		
Protecting Rock Island bridge by means of sheer-booms	do				250 00		
						9,250 00	9,250 00
NOTE.—This estimate is for the care and preservation of the bridges between Davenport, Iowa, and Rock Island, Ill., and the island and the road and causeway connecting the bridges. It includes all ordinary repairs, but is mainly for expense of operating the draw, for which two sets of hands, consisting of engineer, fireman, and tender, are required. This work is difficult, and excellent men must be employed, and guards for maintaining order on the long bridges and their large use by the public. This large use also causes considerable wear and necessity for repairs.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Allegheny Arsenal, Pittsburgh, Pa.—							
Grading sidewalks and putting down a brick foot-pavement on Penn avenue, between Thirty-ninth and Fortieth streets, and on Thirty-ninth and Fortieth streets, between Penn avenue and the Allegheny Valley Railroad, adjoining the arsenal walls	Submitted	.....	.....	.....	$7,500 00		
NOTE.—A brick pavement is necessary to accommodate the increasing foot-travel along the streets surrounding the arsenal. From the curbstone to the arsenal walls there is nothing but earth. The opposite sides of these streets, private property, are built up and well paved.							
Repairs of storehouses, quarters, walks, roads, cisterns, &c	do	.....	.....	.....	4,000 00		
						$11,500 00	
Augusta Arsenal, Augusta, Ga.—							
Repairs of storehouses, magazines, quarters, barracks, hospital fences, walks, roads, cisterns, well, &c	Submitted	.....	.....	.....	.....	4,000 00	
Benicia Arsenal, Benicia, Cal.—							
Purchasing machines for carpenters' shop, viz: Planes, grooving-machine, saws and tables, mortising-machine, and boring-machine, and labor, &c., in erecting the above	Submitted	.....	.....	.....	7,235 00		
NOTE.—The machinery was all destroyed or rendered useless by the fire which injured the shops in November, 1880.							
Purchasing cement sewer-pipe, 1,800 feet, at $1.50 per foot	do	.....	.....	.....	2,700 00		
NOTE.—To carry off and empty into Straits of Carquinez excrements, &c., from privy-vaults back of quarters, necessary for sanitary considerations.							
Purchasing two boilers for shops	do	.....	.....	.....	2,200 00		
NOTE.—To run engine in new shops.							
Building a reservoir for artesian water, to hold 105,800 gallons	do	.....	.....	.....	4,929 75		
NOTE.—To store artesian water for use in case of fire, for use in boilers of engines, for washing, and for flushing sewers. The supply of water is variable, depending entirely upon the character of the winter season and the amount of rain which falls. The water obtained from the wells is healthy to drink, but it is too hard to be used in boilers and for washing purposes. An abundant supply of water can be obtained from artesian well, which is perfectly soft. A reservoir is necessary to store this water for use.							
Erection of a fire-proof boiler-house, 40 by 20 feet inside	do	.....	.....	.....	5,850 00		
NOTE.—To be erected 70 feet from shops and on a lower level, (20 feet below.) Shops will be protected from any accident occurring in it by an earthen traverse.							
One iron gateway, with stone pillars, for main gate at arsenal	do	.....	.....	.....	2,599 20		
NOTE.—It is time to commence the erection of a permanent fence between the town of Benicia and the arsenal grounds, and this will be the initial point from which to commence its erection, both north and south.							
Dredging around the wharf	do	.....	.....	.....	5,496 00		
NOTE.—Dredging around front and sides of wharf to remove débris, &c., deposited by the current, which brings down from both the Sacramento and San Joaquin rivers the alluvium from placer and hydraulic mines.							
Grading grounds	do	.....	.....	.....	7,365 00		
NOTE.—The difference of level in some places between different parts of the surface of the ground is two hundred and three feet. The different benches or slopes should be shaped so as to present some uniformity without entirely destroying nature's work.							
Permanent repairs of post, fences, &c	Appropriated	22	613	1	4,055 00		
						42,429 95	$19,244 80
Fort Monroe Arsenal, Fort Monroe, Va.—							
Painting and repairing public buildings	Submitted	.....	.....	.....	2,000 00		
Fences and enclosing walls	do	.....	.....	.....	500 00		
Breakwater along arsenal lots fronting on Hampton bay	do	.....	.....	.....	1,000 00		
						3,500 00	

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Frankford Arsenal, Philadelphia, Pa.—							
Purchase of new machinery, viz: Two cartridge-trimming machines; two cartridge-heading machines, for first and second operations; six cartridge-tapering machines, for first and second operations; one cartridge-primer-inserting machine; one cartridge-primer anvil-inserting machine; one cartridge-metal-lubricating machine; one cartridge-varnishing machine; and one bullet-machine	Submitted				$11,300 00		
NOTE.—The machinery now on hand and being manufactured for solid-head cartridges will give a daily product of 30,000 cartridges. To increase the product beyond this, the above machinery is required, which will raise our capacity to about 50,000 cartridges daily.							
New paper-box machinery, viz: One paper-cutting machine; one paper-cutting machine, hand; one strawboard-scoring machine; one strawboard-sawing machine; and one strawboard-cornering machine	do				2,550 00		
NOTE.—The above machinery will increase our capacity enormously and reduce considerably the cost of our output.							
Wood-working machinery, viz: One planer and matcher; one band-saw; one universal moulder	do				1,600 00		
NOTE.—The wood-working machinery needs completion by the addition of the above machines. We are now compelled to do all our planing, moulding, matching, &c., by hand, a slow and costly process.							
One rectilineal lens and outfit for photographing drawings	do				300 00		
New miscellaneous machinery, viz: One sheet-metal shears; one power-shears for iron and steel; one upright drill-press; one universal hand-lathe; one surface-grinder; one turreted milling and screw-cutting machine; two screw-cutters' engine-lathes; two sets surface-plates; one set cylinder-standards, external and internal, varying from one-sixteenth to two and a half inches; one modern 18-horse engine, to replace the old 12-horse engine in loading and carpenter shops, worn-out and deficient in power	do				7,520 00		
NOTE.—The special work, aside from the manufacture of cartridges, has increased of late years to such an extent, both in variety and quantity, that our old plant, improvised to meet the immediate demands of the service, is incapable of doing such work at the lowest cost. An outlay of the amount above specified for modern appliances would repay the Government in a few years by reducing the cost of the product.							
Erecting stone wall on eastern boundary	do				13,000 00		
NOTE.—The eastern boundary fence is an ordinary board fence, in very bad condition, and will soon have to be replaced; and this is the only part of the land side not enclosed by a stone wall. It should be replaced by a stone wall, for the protection of the public property. The large quantity of powder and ammunition in its immediate vicinity demand such precautions for their safety.							
Taking down and rebuilding in cement a portion of the stone wall on the Frankford creek and Delaware river	do				5,000 00		
NOTE.—The wall on the creek and river fronts is of open stonework, subject to the action of the tides, and needs constant repair. If once properly built, this annual source of expense would be removed. In asking for $5,000 only for the next fiscal year, it is proposed to make a beginning of this job, and by securing an annual appropriation of this amount for four or five years in succession, the whole work can be done. The amount now asked will erect the wall from Bridge street to the arsenal wharf.							
New slate roof on nitre storehouse	do				1,800 00		
NOTE.—A new slate roof on the nitre storehouse is necessary to protect the building and its contents from damage by storms.							
Laying water-pipe on Tacony street along the arsenal boundary	do				1,911 02		
NOTE.—This work has been performed by the water department of the city of Philadelphia.							
Connecting outlet of brick sewer in the vicinity of officers' quarters with Frankford creek	Appropriated..	22	613	1	1,000 00		
	Submitted					$45,981 02	$1,500 00
NOTE.—At present this sewer is drained into a ditch on the low ground in the vicinity of the stables, is a nuisance, disagreeable to the eye, and engenders disease.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Indianapolis Arsenal, Indianapolis, Ind.—							
Erecting small brick blacksmith-shop, &c.	Submitted				$1,500 00		
NOTE.—This building is badly needed at the post for smith-shop; the log-shed now used for the purpose is old and leaky, and ought to be taken down and removed. The fire-engine is now kept in the artillery storehouse. A separate room should be provided in this building for the fire-engine, with means for heating during the winter season. The smith-shop and engine-room might be under the same roof.							
Building 1,250 feet of 36-inch sewer, from Woodruff Place through arsenal grounds	do				2,500 00		
NOTE.—The building of this sewer is an absolute necessity to carry off sewage entering the arsenal grounds from Woodruff Place, south of non-commissioned officers' quarters.							
For 2,287 lineal feet of cement walk, from Nos. 1 and 2 officers quarters to gate at south entrance of arsenal grounds, and to office building, &c.	do				2,500 00		
						$6,500 00	
NOTE.—These walks are necessary. The only means of communication between the points mentioned is by carriage-road, which becomes exceedingly muddy and disagreeable in wet weather.							
Kennebec Arsenal, Augusta, Me.—							
Repairs to cistern	Submitted				300 00		
Completing water supply of post, and repairs to drains and sewers	do				800 00		
Painting and general repairing of public buildings, including pointing, repairs to roofs, guttering, &c.	do				1,500 00		
Gravelling and grading roads	do				500 00		
Completing river wall, levelling and cementing top	do				400 00		
						3,500 00	
New York Arsenal, New York City—							
Repairs of permanent dock, sea-wall, underground and surface drains and sewers, repairs of roads, repairs of permanent enclosures, fire apparatus, tanks, and hose	Submitted				5,000 00		
Grading and improving grounds	do				2,000 00		
Repairs of storehouses and other permanent buildings	do				1,500 00		
Extending and repairing fences	do				1,500 00		
NOTE.—Repairing wharf, drains, and sewers; keeping in repair water-tanks, fire apparatus, and hose; extending fences and repairs of same, and enclosures; grading and improving grounds; repairs and proper preservation of public buildings.							
Dredging in front of stone wharf	do				3,000 00		
NOTE.—Dredging in front of stone wharf, to admit vessels of proper draught receiving and discharging ordnance stores, to save expense of lighterage, demurrage, &c.							
Painting buildings and fences	Appropriated.. / Submitted	22	613	1	3,000 00		
						16,000 00	$5,500 00
St. Louis Powder-Depot, Jefferson Barracks, Mo.—							
Repairing barracks and quarters, magazines, roofs, gutters, slopes, drains, retaining-walls, coping, lighting grounds, &c	Submitted					2,500 00	
San Antonio Arsenal, San Antonio, Tex.—							
Completing the two-story storehouse, 43 by 155 feet	Submitted				10,150 62		
Completing one set of officers' quarters	do				875 00		
						11,025 62	
Powder-Depot, Dover, N. J.—							
Grading grounds, erecting magazines, and other necessary buildings, and all expenses incident thereto	Appropriated..	22	614	1	150,000 00		
Reduction by Secretary of War					50,000 00		
						100,000 00	40,000 00
NOTE.—This estimate is to enable this Department to continue the erection of the necessary magazines for the storage of powder.							
Sandy Hook Proving-Ground, New Jersey—							
Expenses of repairs and alteration of buildings at Sandy Hook; purchase and repairs of machinery, steam-engines, shafting and belting, and all other permanent repairs and improvements	Submitted				2,500 00		
NOTE.—Expenses for repairing and altering buildings at Sandy Hook; making and repairing enclosures, drains, &c.; grading and paving grounds and walks; purchase and repair of machinery, steam-engines, shafting and belting, and all permanent repairs and improvements at that place.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Sandy Hook Proving-Ground, New Jersey—Continued.							
Building for storage purposes at the proving-ground	Submitted				$2,500 00		
NOTE.—A building for the storage of field-cannon, gun-carriages, tools, and other stores required for use at proving-ground is requisite and should be provided. No provision whatever is made at the proving-ground for storage purposes, not even an ordinary shed.							
Clearing, levelling, grading, and building roads and walks at the proving-ground	Appropriated	22	614	1	5,000 00		
						$10,000 00	$2,500 00
NOTE.—For target-ranges at the proving-ground. These will extend nearly four miles down the beach, and will require considerable work. Plank roads, with railroads, should be built to save expense and time in communicating from place to place on the grounds.							
Springfield Arsenal, Springfield, Mass.—							
Repairs and preservation of grounds, buildings, and machinery not used for manufacturing purposes	Appropriated	22	614	1		15,000 00	15,000 00
Watertown Arsenal, Watertown, Mass.—							
Painting and repair of public buildings	Submitted				3,000 00		
Grading and improvement of grounds	do				1,000 00		
Connecting roofs of storehouses with cisterns	do				400 00		
Building new and repairing old fences	do				2,000 00		
Repair of water-pipes and leaders to cisterns	do				200 00		
Repair of gasometer	do				500 00		
Repair of slated roofs	do				600 00		
Repair of furnace	do				200 00		
Repair of lightning-rods	do				112 00		
Repair of sea-wall	do				2,000 00		
Repair of roads, sewers, drains, &c	do				1,000 00		
						11,012 00	
Testing-Machine, Watertown Arsenal—							
Caring for, preserving, using, and operating the United States testing-machine at Watertown arsenal	Appropriated	22	460	1	15,000 00		
Purchase of material for specimens, and labor to prepare them	Submitted				15,000 00		
Machine to test the torsional resistance of materials	do				50,000 00		
Machine to test the transverse resistance of materials	do				50,000 00		
					130,000 00		
Reduction by Secretary of War					50,000 00		
						80,000 00	10,000 00
NOTE.—The present machine is limited in its operations to tests of tension and compression. It is not adapted to making tests of torsional and transverse resistance, which tests are deemed to be of the greatest value and importance by distinguished civil engineers as well as by this Department. Past experience clearly shows that the machine as it is is fully occupied, and that, to meet the requirements of the present and future, *new machines* for this work ought to be at once provided. The results obtained are for the benefit of the whole country. Such machines are too costly for individual enterprise to provide, and Governmental ownership and supervision stamp the published results as so correct and reliable as to make them acceptable to engineers and manufacturers the world over.							
Watervliet Arsenal, West Troy, N. Y.—							
General repairs to buildings, bridges, enclosing-walls, fences, roads, and grounds	Submitted				4,000 00		
Painting iron storehouse inside and out with two coats	do				1,740 00		
NOTE.—This buiding is very much in need of paint to prevent it from soon requiring still more extensive repairs.							
Repairs on wagon-shed and on building occupied as office and storehouse by acting assistant commissary of post	do				500 00		
Repairs to guard-house	do				200 00		
NOTE.—Much needed.							
Reslating one storage-magazine	do				400 00		
NOTE.—Slate rotten.							
Repairs to water-wheels and to machinery in shops	do				1,500 00		
						8,340 00	
Repairs of Arsenals—							
Repairs of smaller arsenals, and to meet such unforeseen expenditures at arsenals as accidents or other contingencies during the year may render necessary	Appropriated	22	614	1		100,000 00	40,000 00
Total Arsenals						865,538 59	345,494 80

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
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FORTIFICATIONS AND OTHER WORKS OF DEFENCE.							
Fort Gorges, Portland Harbor, Maine—							
Continuing construction	Appropriated..	17	376	1	.....	$12,000 00	
Fort Preble, Portland Harbor, Maine—							
Continuing construction	Appropriated..	18	313	1	.....	35,000 00	
Fort Scammel, Portland Harbor, Maine—							
Continuing construction	Appropriated..	18	313	1	.....	100,000 00	
Battery at Portland Head, Portland Harbor, Maine—							
Continuing construction	Appropriated..	18	313	1	.....	50,000 00	
Fort on Cow Island, Approaches to Portland Harbor, Maine—							
Construction of battery for heavy guns	Submitted	.....	.....	.....	.....	50,000 00	
Fort on Hog Island, Approaches to Portland Harbor, Maine—							
Construction of battery for heavy guns	Submitted	.....	.....	.....	.....	50,000 00	
Batteries in Portsmouth Harbor, New Hampshire—							
Continuing work on battery for heavy guns on Gerrish's Island, and at battery at Jerry's Point	Appropriated..	18	313	1	.....	86,000 00	
Fort Warren, Boston Harbor, Massachusetts—							
Continuing modification for receiving heavy guns	Appropriated..	18	313	1	.....	100,000 00	
Battery on Long Island Head, Boston Harbor, Massachusetts—							
Continuing construction of work for heavy guns	Appropriated..	18	313	1	.....	50,000 00	
Fort Winthrop, Boston Harbor, Massachusetts—							
Continuing construction of work for heavy guns, and for sea-walls for protection of the batteries	Appropriated..	17	468	1	.....	100,000 00	
Fort Independence, Boston Harbor, Massachusetts—							
Continuing construction of exterior battery for heavy guns	Appropriated..	17	468	1	.....	50,000 00	
Fort at Entrance of New Bedford Harbor, Massachusetts—							
Construction of exterior battery for heavy guns	Appropriated..	14	448	1	.....	30,000 00	
Fort Adams, Newport Harbor, Rhode Island—							
Completion of emplacements for heavy guns	Appropriated..	18	313	1	.....	40,000 00	
Fort on Dutch Island, west entrance to Narragansett Bay, Rhode Island—							
Continuing construction of work for heavy guns	Appropriated..	18	313	1	.....	30,000 00	
Fort Trumbull, New London Harbor, Connecticut—							
Construction of exterior battery for heavy guns	Appropriated..	18	313	1	.....	40,000 00	
Fort Griswold, New London Harbor, Connecticut—							
Modification of work for receiving heavy modern guns	Appropriated..	5	582	1	.....	48,000 00	
Fort Schuyler, East River, New York—							
Continuing modifications for receiving heavy guns	Appropriated..	18	313	1	.....	50,000 00	
Fort at Willet's Point, East River, New York—							
Continuing construction of work for heavy guns	Appropriated..	18	313	1	.....	80,000 00	
Fort Columbus, Governor's Island, New York—							
Construction of exterior battery for heavy guns, and for surface drainage of the moat	Appropriated..	16	222	1	.....	75,000 00	
Sea-wall of Governor's Island, New York—							
Completing sea-wall around the island	Appropriated..	22	618	1	.....	100,000 00	$15,000 00
Fort Wood, Bedloe's Island, New York—							
Continuing construction of battery for heavy modern guns	Appropriated..	17	377	1	.....	40,000 00	
Fort Hamilton and Additional Batteries, New York—							
Repair of work, and continuing construction of exterior batteries for heavy guns	Appropriated..	18	314	1	.....	50,000 00	
Fort Lafayette, at the Narrows, New York Harbor—							
Modification of old work to receive heavy modern guns	Appropriated..	11	192	1	.....	200,000 00	

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
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Fort Wadsworth, Staten Island, New York—							
Shot-beds on the parade of the work, cleaning out the ditch, painting and pointing, and replacing pintles.....	Appropriated..	13	354	1	.....	$10,000 00	
Fort on site of Fort Tompkins, and Batteries exterior thereto, New York—							
Continuing construction	Appropriated..	18	314	1	.....	75,000 00	
Battery Hudson, Staten Island, New York—							
Modification of battery to receive heavy guns.....	Appropriated..	18	314	1	.....	20,000 00	
Fort at Sandy Hook, New Jersey—							
Modification of old work to receive heavy modern guns....	Appropriated..	14	448	1	$150,000 00		
Preservation of the site against encroachments of the sea...	Submitted.....	.....	.....	.....	25,000 00		
						175,000 00	
Fort Mifflin, Delaware River, Pennsylvania—							
Continuing modifications for reception of heavy guns; for storage-magazine; for raising dikes, completing wharves, and for repairs.....	Appropriated..	14	448	1	.....	75,000 00	
Fort Delaware, Delaware River—							
Modification of the work, increasing thickness of magazine-walls, completing permanent wharf, repairing temporary wharves, and repair of dikes.....	Appropriated..	14	26	1	.....	55,000 00	
Battery at Finn's Point, Delaware River, New Jersey—							
Continuing construction and protection of its site.....	Appropriated..	18	314	1	.....	75,000 00	
Fort opposite Fort Delaware, on Delaware Shore—							
Continuing construction and protection of its site.....	Appropriated..	18	314	1	.....	75,000 00	
Fort McHenry, Baltimore Harbor, Maryland—							
Continuing construction of exterior battery for heavy guns..	Appropriated..	18	314	1	.....	50,000 00	
Fort Carroll, Baltimore Harbor, Maryland—							
Continuing construction of work, with modifications for reception of guns of heavy calibre.....	Appropriated..	13	354	1	.....	100,000 00	
Fort Foote, Potomac River, Maryland—							
Modification of work for reception of heavy guns.....	Appropriated..	17	469	1	.....	50,000 00	
Fort Washington, Potomac River, Maryland—							
Constructing exterior batteries for heavy guns.....	Appropriated..	17	469	1	.....	50,000 00	
Fort Monroe, Hampton Roads, Virginia—							
Modification of work, and construction of exterior batteries for heavy guns.....	Appropriated..	18	314	1	.....	75,000 00	
Artesian Well at Fort Monroe, Virginia—							
Continuing operations for obtaining water for garrison.....	Appropriated..	12	67	1	.....	10,000 00	
Fort Wool, Hampton Roads, Virginia—							
Continuing construction of work, with modifications for reception of guns of heavy calibre.....	Appropriated..	13	354	1	.....	150,000 00	
Fort Moultrie, Charleston Harbor, South Carolina—							
Continuing modification for heavy guns.....	Appropriated..	18	314	1	.....	50,000 00	
Fort Sumter, Charleston Harbor, South Carolina—							
Continuing modification for heavy guns.....	Appropriated..	18	26	1	.....	20,000 00	
Fort Johnson, Charleston Harbor, South Carolina—							
Construction of batteries for heavy guns and mortars.....	Appropriated..	5	284	1	.....	20,000 00	
Fort Jackson, Savannah River, Georgia—							
Modification of work for reception of heavy guns.....	Appropriated..	17	377	1	.....	10,000 00	
Fort Pulaski, mouth of Savannah River, Georgia—							
Modification of work for reception of heavy guns.....	Appropriated..	18	314	1	.....	75,000 00	
Fort on Tybee Island, Savannah River, Georgia—							
Construction of batteries for heavy guns.....	Submitted.....	.....	.....	.....	.....	50,000 00	
Fort Clinch, Amelia Island, Florida—							
Modification of work for heavy guns, and for new exterior battery.....	Appropriated..	14	488	1	.....	50,000 00	

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Fort Taylor and Batteries, Key West, Fla.—							
Necessary repairs to main work and buildings, and for continuing construction of the exterior batteries	Appropriated	18	314	1	$67,000 00		
For acquisition of sites of the two Martello towers at Key West, Fla., by purchase or condemnation	Submitted				9,000 00		
						$76,000 00	
Fort Jefferson, Garden Key, Florida—							
Construction of six stone platforms for heavy guns, and for repairs	Appropriated	17	469	1		28,000 00	
Fort Pickens, Pensacola Harbor, Florida—							
Modification of work, and commencing construction of exterior battery for heavy guns	Appropriated	18	314	1		75,000 00	
Fort Barrancas, Pensacola Harbor, Florida—							
Commencing construction of exterior battery for heavy guns	Appropriated	11	191	1		50,000 00	
Fort McRee, Pensacola Harbor, Florida—							
Commencing construction of exterior batteries for heavy guns	Appropriated	12	67	1		50,000 00	
Fort Morgan, entrance to Mobile Bay, Alabama—							
Modification of work, and commencing construction of exterior battery for heavy guns	Appropriated	18	314	1		75,000 00	
Fort Gaines, Dauphin Island, Mobile Bay, Alabama—							
Modification of work for reception of heavy guns	Appropriated	11	435	1		50,000 00	
Fort Pike, Rigolet's Pass, Louisiana—							
Modification of work for heavy modern guns	Appropriated	9	518	1		24,000 00	
Fort Macomb, Chef Menteur Pass, Louisiana—							
Modification of work for heavy modern guns	Appropriated	11	192	1		24,000 00	
Fort Jackson, Mississippi River, Louisiana—							
Repairs and modifications	Appropriated	18	314	1		25,000 00	
Fort Saint Philip, Mississippi River, Louisiana—							
Repairs and modifications	Appropriated	18	314	1		25,000 00	
Batteries for Defence of entrance to Galveston Harbor, Texas—							
Commencement of construction of the works	Submitted					50,000 00	
Fort Winfield Scott, heretofore Fort at Fort Point, entrance to San Francisco Harbor, California—							
Continuing construction of exterior batteries for heavy guns, and for needed repairs	Appropriated	18	314	1		120,000 00	
Fort at Lime Point, entrance to San Francisco Harbor, California—							
Continuing construction of exterior battery for heavy guns	Appropriated	18	314	1		80,000 00	
Fort at Alcatraz Island, San Francisco Harbor, California—							
Continuing construction of batteries for heavy guns	Appropriated	18	314	1		50,000 00	
Fort at San Diego, California—							
Continuing construction of the work	Appropriated	17	469	1		70,000 00	
Sea-Coast Mortar-Batteries—							
Completing sea-coast mortar-batteries heretofore commenced, viz: South mortar-battery on Staten Island, New York; Glacis mortar-battery, south of fort on site of Fort Tompkins, New York; mortar-batteries at Fort Mifflin, on Delaware river, at Finn's Point, Delaware river, and near Delaware City, Delaware	Appropriated	17	377	1		100,000 00	
Repairing the most important Forts for operating Sub-Marine Batteries—							
Bomb-proof cover, galleries of approach, &c	Submitted					200,000 00	
Contingencies of Fortifications—							
Protection, preservation, and repair of fortifications for which there may be no special appropriation available	Appropriated	22	471	1		175,000 00	$175,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Torpedoes for Harbor Defence, and Preservation of the same—							
To continue the purchase of torpedo material not easily to be obtained in haste; for continuation of torpedo trials; and for the practical instruction of engineer troops in the details of the service	Appropriated..	22	471	1		$100,000 00	$75,000 00
						4,233,000 00	
Reduction by Secretary of War						3,733,000 00	
Armament of Fortifications—						500,000 00	265,000 00
Armament of sea-coast fortifications, including the manufacture and conversion of heavy guns and carriages, projectiles, fuses, powder, and implements; their trial and proof, and all necessary expenses incident thereto, including compensation of draughtsmen on gun construction while employed in Ordnance Bureau, and for machine-guns	Appropriated..	22	471	1		500,000 00	400,000 00
Total Fortifications and other Works of Defence						1,000,000 00	665,000 00
BUILDINGS AND GROUNDS IN WASHINGTON.							
Improvement and Care of Public Grounds—							
Improvement, care, and maintenance of grounds south of Executive Mansion	Appropriated..	22	614	1	$10,000 00		
Ordinary care of greenhouses and nursery	..do..				2,000 00		
Improving reservation on South Carolina avenue, between Fourth and Sixth streets, east	..do..				3,500 00		
Improving reservation on North Carolina avenue, between Second and Third streets, east	..do..				3,000 00		
Ordinary care of Lafayette square	..do..				1,000 00		
Ordinary care of Franklin square	Submitted..				1,000 00		
Care and improvement of Reservation No. 3, (Monument grounds)	Appropriated..	22	614	1	1,000 00		
Continuing improvement of Reservation No. 17 and site of old canal northwest of same	..do..				20,000 00		
Construction and repair of iron fences	..do..				500 00		
Manure, and hauling the same	..do..				5,000 00		
Painting iron fences, vases, lamps, and lamp-posts	..do..				2,000 00		
Purchase and repair of seats	..do..				1,000 00		
Purchase and repair of tools	..do..				2,000 00		
Trees, tree-stakes, lime, whitewashing, and stock for nursery.	..do..				3,000 00		
Removing snow and ice	..do..				1,500 00		
Flower-pots, twine, baskets, and lycopodium	..do..				1,000 00		
Care, construction, and repair of fountains in the public grounds	..do..				1,500 00		
Abating nuisances	..do..				500 00		
Improvement, care, and maintenance of various reservations	..do..				20,000 00		
Improving Seward Place	Submitted..				10,000 00		
Improving four reservations on New Jersey avenue, northwest	..do..				4,000 00		
Improvement, care, and maintenance of Smithsonian grounds	Appropriated..	22	614	1	10,000 00		
Improvement and care of Armory square and reservations east to Botanic Gardens	Submitted..				5,000 00		
Improvement of Washington circle	..do..				4,000 00		
						$112,500 00	$79,000 00
NOTE.—An explanation of the estimates for items "submitted" will be found in Appendix "Q."							
Repairs, Fuel, &c., Executive Mansion—							
Care and repair of the Executive Mansion, and refurnishing the Executive Mansion	Appropriated..	22	614	1	25,000 00		
Fuel for the Executive Mansion and its greenhouses	..do..				2,500 00		
Care and necessary repairs of greenhouses	..do..				5,500 00		
						33,000 00	33,000 00
Lighting, &c., Executive Mansion, &c.—							
Gas, pay of lamp-lighters, gas-fitters and plumbers, gas-fitting and plumbing; purchase and erection of lamps and lamp-posts; purchase of matches, and for repairs of all kinds; fuel and lights for office and stables, for watchmen's lodges, and for the greenhouses at the nursery	Appropriated..	22	614	1		15,000 00	15,000 00
Repairs of Water-Pipes and Fire-Plugs—							
Repairing and extending water-pipes, purchase of apparatus to clean them, and for cleaning the springs, and repairing and renewing the pipes of the same that supply the Capitol, the Executive Mansion, and the building for State, War, and Navy Departments	Appropriated..	22	615	1		2,500 00	2,500 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Telegraph to connect the Capitol with the Departments and Government Printing Office—							
For care and repair of the same	Appropriated..	22	615	1	.....	$1,500 00	$1,000 00
Washington Aqueduct, District of Columbia—							
Engineering, maintenance, and repairs	Appropriated..	22	464	1	$22,000 00		
Total.....$22,000							
NOTE.—This estimate is $2,000 in excess of the annual appropriations for the past five years, which is sufficient only for maintenance and ordinary repairs; but it is necessary to construct an overfall at the receiving reservoir, in order to carry the waste water over the conduit, and up to the present time the amounts appropriated have not been sufficient to afford means for this purpose. It is proposed to apply this excess to that object. The act of June 11, 1878, providing a permanent form of government for the District of Columbia, (20 Stats., page 104,) specifies that the estimates for the "Expenses of the Washington aqueduct and its appurtenances" shall be submitted by the Commissioners of the District of Columbia.							
Care and Repair of Bridges—							
Ordinary care of Benning's, Anacostia, and Chain bridges, including fuel, oil, lamps, matches, &c.	Appropriated..	22	464	1	2,000 00		
Total.....$2,000							
NOTE.—The act of June 11, 1878, providing a permanent form of government for the District of Columbia, (20 Stats., 104,) specifies that the estimates for "cost of constructing, repairing, and maintaining all bridges authorized by law across the Potomac river, within the District of Columbia, and all other streams in the said District," shall be submitted by the Commissioners of the District of Columbia.							
Building for State, War, and Navy Departments—							
Continuing the construction of the walls and floors of the several stories of west and centre wings; preparation of cut granite for upper stories of same; rent of necessary office-room; and for each and every purpose connected with the construction of the building	Appropriated..	22	615	1	.....	500,000 00	500,000 00
Building, corner of Seventeenth and F Streets—							
Hydraulic passenger-elevator for building at corner of Seventeenth and F streets	Submitted.....	.....	.....	.....	6,500 00		
Painting Seventeenth and F streets fronts, and woodwork and cornice of rear and end of building, and cement-washing the rear and end walls	Submitted.....	.....	.....	.....	700 00		
						7,200 00	
NOTE.—The necessity for an elevator to afford facility of access to crippled and infirm persons, members of Congress, and other persons having business with the Second Auditor's Office, on the third, fourth, and fifth floors, in relation to pensions and Army pay claims, and to other persons having business with bureaus of the War Department on upper floors of the building, has been long felt, and, as represented by the Deputy Second Auditor, the want of one is often commented upon by members of Congress having business at the Second Auditor's Office. The painting and cement-washing of the exterior of the building, estimated for, is necessary for preservation of the woodwork of the doors and windows, and to relieve the building from appearance of neglect and dilapidation.							
Total Public Buildings and Grounds in Washington	.....	.....	.....	.....	.....	671,700 00	630,500 00
MILITARY ACADEMY.							
Buildings and Grounds, Military Academy—							
Repairing roads and paths	Feb. 15, 1883	22	418	1	700 00		
Continuing breast-height wall south, towards guard-house	.....do.....	.....	.....	.....	500 00		
Reflooring academic building, including fencing academy	Submitted.....	.....	.....	.....	2,580 00		
NOTE.—Portions of the building have been refloored from time to time by special appropriation for the purpose. The floors not renewed are badly worn, and should be replaced.							
Reflooring cadet-barracks and piazza	.....do.....	.....	.....	.....	2,420 00		
NOTE.—Portions of the floors have been repaired from time to time. They are badly worn, and should be replaced. The late Board of Visitors, in its report to the Secretary of War, says: "There is pressing and immediate necessity for new floors in the cadet-barracks and in the academic building, at an estimated cost of $5,000."							
Alterations and repairs of old cadet-hospital	.....do.....	.....	.....	.....	3,000 00		
NOTE.—To make this building suitable for officers' quarters, the interior, plaster, and wood work require renewing.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Buildings and Grounds, Military Academy—Continued.							
Completing new 12-inch water-main to sally-port of cadet-barracks	Feb. 15, 1883	22	419	1	$2,000 00		
NOTE.—$3,000 was appropriated for fiscal year 1882-'83 for this purpose, and $3,000 asked for the present year to complete the line of pipe. Of this amount only $1,000 was appropriated. The remainder ($2,000) is now asked for. In regard to this item, the late Board of Visitors says: "It is important that the main pipe for the supply of water should be extended from its present terminus to the cadet-barracks, which will cost $3,000."							
Quartermaster's warehouse	Submitted				8,537 43		
NOTE.—A plan, with estimates, was transmitted through the Quartermaster-General and the Secretary of War in August, 1880. There are no proper facilities for the storage of Military Academy property. The Board of Visitors, in its recent report, says: "There are several old and dilapidated wooden buildings located near the artillery and cavalry barracks, and used for work-shops and storehouses. They are in the last stages of decay and crowded closely together, and are wholly unsuited to the uses to which they are put. Should a fire break out among them, (an event very likely to happen,) it would cause the loss of much valuable property stored in them and greatly endanger the safety of neighboring buildings. We recommend their removal and the erection of a suitable building or buildings, of substantial materials, in their place. The cost of this will be $6,000." The amount asked for is based upon careful estimates.							
Barracks for detachment of cavalry	do				12,500 00		
NOTE.—The present barracks are situated about half a mile from the cavalry stables, and the erection of new barracks, more roomy than the present ones and nearer to the stables, would be a great improvement.							
New skylights for drawing academy	do				350 00		
NOTE.—The present skylights are defective and obstruct light.							
Completion of new hospital for cadets	Aug. 7, 1882 Submitted	22	318	1	5,000 00		
NOTE.—$22,067.81 was estimated for to complete this building. Of this amount only $15,000 was appropriated August 7, 1882, which has been expended. The Board of Visitors, in its recent report, says: "The sum of $5,000 is necessary for the completion of the new hospital building and for grading the grounds around it."							
Water-works: Renewal of material in filter-beds; improving ventilation of filter-house and water-house; hose for use in cleaning filter-beds and water-house, and for use in fire-service at same; tools, implements, and materials for use of the two keepers and for repairs of siphon-house, filter-house, and of four and one-half miles of supply-pipes; for shed for tools, and storage of fuel for keeper at Round Pond and for tool-house at filter; for gauges at Round Pond and Delafield Pond, and stairs for access to same	Submitted				520 00		
NOTE.—The material in the filter-bed is very dirty, and its renewal is much needed to insure the purity of the water supplied to the post. An extension of the ventilator the entire length of the filter-house and the addition of one to the water-house would also contribute to this object. In short, all of the items enumerated above should be supplied as early as practicable.—(*Captain of Engineers.*)							
Iron spring-shutter to sally-port of cadet-barracks	do				233 00		
NOTE.—The shutter is important to close sally-port to north during winter, to stop draught of cold air, which, during formations, is a fruitful cause of ill-health to cadets.							
Additional bath-tubs in cadet-barracks	do				3,000 00		
NOTE.—The Board of Visitors, in its recent report, says: "The present bathing accommodations for the cadets are insufficient and wholly inadequate to the requirements of cleanliness and good health. Only thirteen bath-tubs are now provided, and these need thorough repair. This limited number makes it necessary for many of the cadets to bathe at unseasonable hours, and should be increased to at least fifty in number, which can be done at an expense of not exceeding $3,000."							
Cadet-laundry: One No. 4 washer	do				360 00		
NOTE.—To replace one old worn-out and unserviceable washer.							
Cadet-mess: One bake-oven in cadet-mess, *i. e.*, for brick, fire-brick, cement, mortar, grates, doors, and labor, cost thereof, ($650;) same to be built by skilled labor, and to replace old oven long in use	do				650 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Buildings and Grounds, Military Academy—Continued.							
Band-barracks, viz: Floor-timbers, flooring and plastering basement of; concreting area, stairs from basement; porches, with stairs to back yard; water and drain pipes, and repairs	Submitted				$3,857 14		
NOTE.—The amount asked for is necessary to complete the basement of the building, and for repairs to prevent its deterioration. An amount greater than that asked for was available for the purpose at the time the building was erected, but, not being used in the fiscal year for which it was appropriated, it reverted to the Treasury.							
Gymnasium: The Board of Visitors, in its recent report, says: "In the opinion of the Board, a plain and substantial building should be erected and furnished with such apparatus as may be needed for a thorough physical training. No estimate has been made of such a structure, and our purpose is accomplished by calling attention to its necessity." A careful estimate for such a building of brick, with tin roof, thirty feet by ninety feet by twenty feet high, (30 by 90 by 20,) including necessary space for store-room for apparatus, places the cost at $10,103.46	do				10,103 46		
						$56,311 03	$39,350 00
Total Military Academy						56,311 03	39,350 00
MISCELLANEOUS.							
Library and Offices for Artillery School, Fort Monroe, Virginia—							
Construction of a fire-proof building for headquarters and library at the artillery school, Fort Monroe, Virginia, as per plans submitted to Congress December 6, 1880, and printed in Senate Executive Document No. 2, Forty-sixth Congress, third session	Submitted					$30,000 00	
NOTE.—Section 1136, Revised Statutes, declared that "permanent barracks or quarters, and building and structures of a permanent nature, shall not be constructed unless detailed estimates shall have been previously submitted to Congress, and approved by a special appropriation for the same, except when constructed by the troops, and no such structures the cost of which shall exceed $20,000 shall be erected, unless by special authority of Congress." The necessity for the building is fully set forth in the document above mentioned.							
Buildings at Military Posts—							
Construction of buildings at the following-named military posts:							
Fort Montgomery, New York*	Appropriated Submitted	22	615	1	50,000 00		
Fort Niagara, New York*	do				30,000 00		
On the Rio Grande frontier, opposite El Paso	do				200,000 00		
Fort Bliss, El Paso, Tex	do				50,000 00		
Fort Grant, Arizona†	do				60,000 00		
Fort Vancouver, Washington Territory‡	do				50,000 00		
Fort Canby, Washington Territory‡	do				9,859 48		
New post at Atlanta, Ga	do				100,000 00		
Fort Adams, Rhode Island, for light-battery barracks	do				21,935 35		
NOTE.—The plans for these barracks will be transmitted to Congress by letter.							
Little Rock barracks, Arkansas, for battery stable, gun-sheds, and shops	do				8,226 09		
David's Island, New York harbor§	do				129,727 00		
Fort Jackson, Louisiana, for preservation of buildings	do				3,772 44		
Fort Huachuca, Arizona, for continuing building operations	do				82,284 97		
Jeffersonville depot, Indiana, for depot fence	do				1,453 00		
For repair of existing and construction of other buildings needed in departments of Arizona, Columbia, and California	do				231,641 00		
For enlargement and improvement of the interior posts of the United States	do				1,000,000 00		
					2,028,899 33		
Reduction by Secretary of War					1,028,899 33		
NOTE.—The subject of buildings at military posts was fully treated in the report of the General of the Army, dated October 16, 1882, which was printed with the annual report of that officer for the year 1882. The sundry civil act of March 3, 1883, (22 Stats., page 615,) appropriated for enlargement and construction of such military posts as, in the judgment of the Secretary of War, may be necessary, $200,000.						1,000,000 00	$200,000 00
Total Miscellaneous, War Department						1,030,000 00	200,000 00

* Estimate submitted to Congress, and printed in House Ex. Doc. No. 45, 46th Cong., 2d sess.
† Estimate submitted to Congress, and printed in Senate Ex. Doc. No. 187, 47th Cong., 1st sess.
‡ Estimate submitted to Congress, and printed in Senate Ex. Doc. No. 95, 47th Cong., 1st sess.
§ Estimate submitted to Congress, and printed in House Ex. Doc. No. 55, 47th Cong., 1st sess.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
HARBORS AND RIVERS.							
Examinations and Surveys at South Pass, Mississippi River—							
Annual expense of ascertaining the depth of water and width of channel secured and maintained from time to time by James B. Eads at South Pass of the Mississippi river, and to enable the Secretary of War to report to Congress during the maintenance of the work, as required by the act of March 3, 1875, (18 Stats., 366)	Appropriated.. Submitted..	22	205	1	.....	$17,500 00	
Gauging Waters of the Lower Mississippi and its Tributaries—							
Annual expense of gauging the waters of the Mississippi and its tributaries, continuing observations of the rise and fall of the river and its chief tributaries, as required by joint resolution of February 21, 1871, (16 Stats., 598)	Appropriated.. Submitted..	22	205	1	.....	5,000 00	
Gauging Waters of the Columbia River—							
Annual expense of gauging the waters of the Columbia river and its principal tributaries	Appropriated.. Submitted..	22	205	1	.....	3,000 00	
Improving Harbors and Rivers—							
Construction, completion, repair, preservation, and survey of harbors and rivers, to be expended upon such works as may be directed by Congress	Submitted..	.....	.....	.....	.....	8,000,000 00	
Total Harbors and Rivers	.....	.....	.....	.....	.....	8,025,500 00	.....
Total Public Works under War Department	.....	.....	.....	.....	.....	11,649,049 62	$1,880,344 80
Total Public Works	.....	.....	.....	.....	.....	17,760,213 51	4,076,724 80

NOTE.—The following statement is not furnished as a part of the "annual estimates for the public service" required by the act of March 3, 1875, (18 Stats., p. 370,) to be furnished by the Secretary of War to the Secretary of the Treasury, but is inserted as a convenient and customary summary of items taken from the annual report of the Chief of Engineers for the year 1883, showing, under the provisions of the act of Congress approved March 2, 1867, (14 Stats., p. 421,) "the amount that can be profitably expended in the next fiscal year" on each of the uncompleted works mentioned.

For what object.	Date of last appropriation.	Reference to statutes. Vol.	Page.	Sec.	Amount that can be profitably expended in the next fiscal year, as reported by the Chief of Engineers.
Improving harbor at Portland, Maine: Continuing improvement	Aug. 2, 1882	22	191	1	$75,000 00
Improving harbor at Rockland, Maine: Continuing improvement	....do....	.....	.....	.....	75,000 00
Improving harbor at Portsmouth, New Hampshire: Continuing improvement	....do....	.....	.....	.....	50,000 00
Improving harbor at Burlington, Vermont: Continuing improvement	....do....	.....	.....	.....	50,000 00
Improving harbor at Boston, Massachusetts: Continuing improvement	Aug. 2, 1882	22	192	1	180,000 00
Improving harbor at Nantucket, Massachusetts: Continuing improvement	....do....	.....	.....	.....	60,000 00
Improving harbor at Newburyport, Massachusetts: Continuing improvement	....do....	.....	.....	.....	150,000 00
Improving harbor at Plymouth, Massachusetts: Completing improvement	....do....	.....	.....	.....	19,000 00
Improving harbor at Provincetown, Massachusetts: Completing improvement	....do....	.....	.....	.....	6,000 00
Improving harbor at Scituate, Massachusetts: Continuing improvement	....do....	.....	.....	.....	75,000 00
Improving harbor at Wareham, Massachusetts: Continuing improvement	....do....	.....	.....	.....	15,000 00
Improving harbor at Wood's Holl, Massachusetts: Continuing improvement	Aug. 2, 1882	22	197	1	25,000 00
Improving harbor and breakwater at Block Island, Rhode Island: Completing improvement	Aug. 2, 1882	22	192	1	65,000 00
Improving harbor at Newport, Rhode Island: Continuing improvement	....do....	.....	.....	.....	50,000 00
Improving harbor at Bridgeport, Connecticut: Continuing improvement	....do....	.....	.....	.....	25,000 00
Improving harbor at Milford, Connecticut: Completing improvement	....do....	.....	.....	.....	6,000 00
Breakwater at New Haven, Connecticut: Continuing construction	....do....	.....	.....	.....	500,000 00
Improving harbor at New Haven, Connecticut: Continuing improvement	....do....	.....	.....	.....	100,000 00
Improving harbor at New London, Connecticut: Completing improvement	....do....	.....	.....	.....	8,200 00
Improving harbor at Norwalk, Connecticut: Completing improvement	....do....	.....	.....	.....	15,000 00
Improving harbor at Stonington, Connecticut: Completing improvement	....do....	.....	.....	.....	50,000 00
Improving harbor at Buffalo, New York: Continuing improvement	....do....	.....	.....	.....	300,000 00
Improving Buttermilk channel, New York harbor: Completing improvement	....do....	.....	.....	.....	30,000 00
Improving Canarsie bay, New York: Continuing improvement	....do....	.....	.....	.....	20,000 00
Improving harbor at Charlotte, New York: Continuing improvement	....do....	.....	.....	.....	80,000 00
Improving harbor at Dunkirk, New York: Completing improvement	June 14, 1880	21	181	1	60,000 00
Improving Echo harbor, New Rochelle, New York: Completing improvement	Aug. 2, 1882	22	192	1	17,000 00
Improving Flushing bay, New York: Continuing improvement	....do....	.....	.....	.....	40,000 00
Improving channel in Gowanus bay, New York: Continuing improvement	....do....	.....	.....	.....	30,000 00
Improving harbor at Great Sodus bay, New York: Continuing improvement	....do....	.....	.....	.....	40,000 00
Improving harbor at Greenport, New York: Completing improvement	Aug. 2, 1882	22	207	1	36,000 00
Improving harbor at Little Sodus bay, New York: Continuing improvement	Aug. 2, 1882	22	192	1	40,000 00

Statement showing the amount that can be profitably expended in the next fiscal year, &c.—Continued.

For what object.	Date of last appropriation.	Reference to statutes.			Amount that can be profitably expended in the next fiscal year, as reported by the Chief of Engineers.
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Improving harbor at Mamaroneck, New York: Completing improvement	Aug. 2, 1882	22	206	1	$28,000 00
Improving harbor at New Rochelle, New York: Completing improvement	Aug. 2, 1882	22	192	1	6,000 00
Improving harbor at Oak Orchard, New York: Continuing improvement	do				40,000 00
Improving harbor at Ogdensburg, New York: Continuing improvement	do				40,000 00
Improving harbor at Olcott, New York: Completing improvement	Mar. 3, 1881	21	469	1	30,000 00
Improving harbor at Oswego, New York: Continuing improvement	Aug. 2, 1882	22	192	1	150,700 00
Improving harbor at Plattsburg, New York: Continuing improvement	June 14, 1880	21	181	1	5,000 00
Improving harbor at Pultneyville, New York: Completing improvement	Aug. 2, 1882	22	193	1	2,000 00
Improving harbor at Rondout, New York: Completing improvement	do				2,000 00
Improving Sheepshead bay, New York: Continuing improvement	do				35,000 00
Improving harbor at Wilson, New York: Continuing improvement	do				30,000 00
Improving channel between Staten Island and New Jersey: Continuing improvement	Aug. 2, 1882	22	197	1	25,000 00
Improving harbor at Keyport, New Jersey: Removing new shoals in channel	Aug. 2, 1882	22	207	1	10,000 00
Improving Raritan bay, New Jersey: Completing improvement	Aug. 2, 1882	22	197	1	60,000 00
Improving harbor at Erie, Pennsylvania: Continuing improvement	Aug. 2, 1882	22	193	1	133,000 00
Ice-harbor at Marcus Hook, Pennsylvania: Continuing construction	do				40,000 00
Improving harbor at Delaware breakwater, Delaware: Continuing improvement	do				250,000 00
Ice-harbor at New Castle, Delaware: Repairing and completing work	June 14, 1880	21	181	1	12,000 00
Ice-harbor at head of Delaware bay, and removing sunken piers in channel back of Reedy Island, Delaware: Continuing the work	Aug. 2, 1882	22	193	1	100,000 00
Improving harbor at Wilmington, Delaware: Continuing improvement	do				75,000 00
Improving harbor at Annapolis, Maryland: Completing improvement	Mar. 3, 1881	21	470	1	56,000 00
Improving harbor at Baltimore, Maryland: Continuing operations for shortening and deepening the channel to twenty-seven feet at mean low water	Aug. 2, 1882	22	193	1	450,000 00
Improving harbor at Breton bay, Leonardtown, Maryland: Completing improvement	do				10,000 00
Improving harbor at entrance at St. Jerome's creek, Maryland: Completing improvement	do				15,000 00
Improving harbor at Washington and Georgetown, District of Columbia: Completing improvement	Mar. 3, 1881	21	470	1	60,000 00
Improving harbor at Norfolk, Virginia: Continuing improvement	Aug. 2, 1882	22	194	1	75,000 00
Improving harbor at Beaufort, North Carolina: Completing improvement	Aug. 2, 1882	22	199	1	22,100 00
Improving harbor at Charleston, including Sullivan's island, South Carolina: Completing improvement	Aug. 2, 1882	22	194	1	755,000 00
Improving harbor at Georgetown, South Carolina: Continuing improvement	Aug. 2, 1882	22	206	1	25,000 00
Improving harbor at Brunswick, Georgia: Completing improvement	Aug. 2, 1882	22	194	1	75,000 00
Improving harbor at Savannah, Georgia: Completing improvement	do				530,000 00
Improving Cumberland sound, Georgia and Florida: Continuing improvement	do				600,000 00
Improving Apalachicola bay, Florida: Completing improvement	do				55,000 00
Improving harbor at Key West, Florida: Completing improvement	Aug. 2, 1882	22	207	1	115,000 00
Improving harbor at Pensacola, Florida: Completing improvement	Aug. 2, 1882	22	194	1	55,000 00
Improving Tampa bay, Florida: Completing improvement	do				57,000 00
Improving harbor and river at Mobile, Alabama: Completing improvement	do				420,000 00
Improving Aransas pass and bay, Texas: Continuing improvement	do				400,000 00
Improving harbor at Brazos Santiago, Texas: Continuing improvement	do				200,000 00
Improving harbor at Galveston, Texas: Continuing improvement at entrance	do				500,000 00
Improving Paso Cavallo, Texas: Continuing improvement	do				200,000 00
Improving Sabine pass, Texas: Continuing improvement	do				600,000 00
Improving harbor at Ashtabula, Ohio: Continuing improvement	do				92,000 00
Improving harbor at Black River, Ohio: Completing improvement	do				28,000 00
Improving harbor at Cleveland, Ohio: Completing improvement	do				400,000 00
Improving harbor of refuge near Cincinnati, Ohio: Completing improvement	do				17,000 00
Improving harbor at Conneaut, Ohio: Completing improvement	June 14, 1880	21	182	1	35,000 00
Improving harbor at Fairport, Ohio: Continuing improvement	Aug. 2, 1882	22	194	1	30,000 00
Improving harbor at Huron, Ohio: Completing improvement	do				16,000 00
Improving ice-harbor at mouth of Muskingum river, Ohio: Completing improvement	do				96,400 00
Improving harbor at Port Clinton, Ohio: Continuing improvement	do				20,000 00
Improving harbor at Sandusky city, Ohio: Completing improvement	do				30,000 00
Improving harbor at Toledo, Ohio: Completing improvement	do				80,000 00
Improving harbor at Vermillion, Ohio: Completing improvement	do				14,000 00
Improving harbor at Michigan City, Indiana: Continuing operations at inner harbor, $15,000; at outer harbor, $200,000	do				215,000 00
Improving harbor and Mississippi river at Alton, Illinois: Continuing improvement	Mar. 3, 1881	21	478	1	5,000 00
Improving harbor at Calumet, Illinois: Continuing improvement	Aug. 2, 1882	22	194	1	41,400 00
Improving harbor at Chicago, Illinois: Continuing improvement	Aug. 2, 1882	22	195	1	200,000 00
Improving Quincy bay, Illinois: Continuing improvement	do				50,000 00
Improving harbor at Waukegan, Illinois: Continuing improvement	do				75,000 00
Improving harbor at Au Sable, Michigan: Completing improvement	do				32,200 00
Improving ice-harbor of refuge at Belle River, Michigan: Completing improvement	do				2,000 00
Improving harbor at Black Lake, Michigan: Continuing improvement	do				20,000 00
Improving mouth and harbor at Cedar River, Michigan: Continuing improvement	do				40,000 00
Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement	do				40,000 00
Improving harbor at Cheboygan, Michigan: Continuing improvement	do				26,000 00
Improving harbor at Frankfort, Michigan: Continuing improvement	do				50,000 00
Improving harbor at Grand Haven, Michigan: Continuing improvement	do				150,000 00
Harbor of refuge at Grand Marais, Michigan: Continuing improvement	do				200,000 00
Harbor of refuge at Lake Huron, Michigan: Continuing improvement	do				125,000 00
Improving harbor at Ludington, Michigan: Continuing improvement	do				40,000 00
Improving harbor at Manistee, Michigan: Continuing improvement	do				50,000 00
Improving harbor at Monroe, Michigan: Continuing improvement	do				2,000 00
Improving harbor at Muskegon, Michigan: Continuing improvement	do				100,000 00

Statement showing the amount that can be profitably expended in the next fiscal year, &c.—Continued.

For what object.	Date of last appropriation.	Reference to statutes.			Amount that can be profitably expended in the next fiscal year, as reported by the Chief of Engineers.
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Improving harbor at Ontonagon, Michigan: Continuing improvement	Aug. 2, 1882	22	195	1	$60,000 00
Improving harbor at Pent Water, Michigan: Continuing improvement	do				40,000 00
Improving harbor of refuge at Portage Lake, Michigan: Continuing improvement	do				140,000 00
Improving harbor at St. Joseph, Michigan: Continuing improvement	do				60,000 00
Improving harbor at Saugatuck, Michigan: Continuing improvement	do				12,000 00
Improving harbor at South Haven, Michigan: Continuing improvement	do				30,000 00
Improving harbor at White River, Michigan: Continuing improvement	Aug. 2, 1882	22	196	1	50,000 00
Improving harbor at Ahnapee, Wisconsin: Completing improvement	do				50,000 00
Improving harbor at Green Bay, Wisconsin: Continuing improvement	do				40,000 00
Improving harbor at Kenosha, Wisconsin: Continuing improvement	do				16,000 00
Improving harbor at Kewaunee, Wisconsin: Continuing improvement	do				50,000 00
Improving harbor at Manitowoc, Wisconsin: Completing improvement	do				54,400 00
Improving harbor at Menomonee, Wisconsin: Continuing improvement	do				22,000 00
Harbor of refuge at Milwaukee bay and Milwaukee harbor, Wisconsin: Continuing operations	do				300,000 00
Improving harbor at Oconto, Wisconsin: Continuing improvement	do				50,000 00
Construction of harbors of refuge on Lake Pepin: Completing construction at Stockholm, Wisconsin, and Lake City, Minnesota	Aug. 2, 1882	22	206	1	208,000 00
Improving harbor at Pensaukee, Wisconsin: Continuing improvement	do				30,000 00
Improving harbor at Port Washington, Wisconsin: Completing improvement	Aug. 2, 1882	22	196	1	27,000 00
Improving harbor at Racine, Wisconsin: Completing improvement	do				35,000 00
Dredging Superior bay, Wisconsin: Continuing operations	do				110,000 00
Improving harbor at Sheboygan, Wisconsin: Continuing improvement	do				90,000 00
Improving harbor of refuge at entrance of Sturgeon Bay Canal, Wisconsin: Completing improvement	do				30,000 00
Improving harbor at Two Rivers, Wisconsin: Continuing improvement	do				50,000 00
Constructing ice-harbor at Dubuque, Iowa: Completing improvement	Aug. 2, 1882	22	206	1	20,000 00
Improving harbor at Fort Madison, Iowa: Completing improvement	Mar. 3, 1881	21	472	1	6,100 00
Improving harbor at Duluth, Minnesota: Continuing improvement	Aug. 2, 1882	22	196	1	110,000 00
Improving harbor at Grand Marais, Minnesota: Continuing improvement	do				25,000 00
Improving Humboldt harbor and bay, California: Continuing improvement	do				250,000 00
Improving harbor at Oakland, California: Continuing improvement	do				300,000 00
Improving harbor at Wilmington, California: Continuing improvement	do				125,000 00
Improving entrance to Coos bay and harbor, Oregon: Continuing improvement	do				150,000 00
Improving Yaquina bay, Oregon: Continuing improvement	do				140,000 00
Improving Lubec channel, Maine: Continuing improvement	do				40,000 00
Improving Moosabec bar at Jonesport, Maine: Completing improvement	do				20,000 00
Improving Cocheco river, New Hampshire: Removal of heavy boulders at various points of the channel	Aug. 2, 1882	22	206	1	4,000 00
Improving Lamprey river, New Hampshire: Continuing improvement	Aug. 2, 1882	22	196	1	4,000 00
Improving Otter creek, Vermont: Continuing improvement	do				20,000 00
Improving Malden river, Massachusetts: Completing improvement	do				37,000 00
Improving Merrimac river, Massachusetts: Completing improvement	Aug. 2, 1882	22	197	1	26,000 00
Improving Taunton river, Massachusetts: Completing improvement	do				26,500 00
Improving Providence river and Narragansett bay, Rhode Island: Continuing improvement	do				150,000 00
Improving Connecticut river, Connecticut: Continuing improvement below Hartford, Connecticut	do				100,000 00
Improving Housatonic river, Connecticut: Continuing improvement	do				10,000 00
Improving Thames river, Connecticut: Continuing improvement	do				100,000 00
Removing obstructions in East river and Hell Gate, New York: Continuing operations	do				500,000 00
Survey of East river, New York harbor: For making survey with a view to determining cost of removing rocks from that portion of East river, in New York harbor, from foot of Bedloe's Island to First street, in New York City	Submitted				2,500 00
Improving East Chester creek, New York: Continuing improvement	June 14, 1880	21	184	1	30,000 00
Improving Grass river at Massena, New York: Completing improvement	Aug. 2, 1882	22	207	1	9,000 00
Improving Hudson river, New York: Continuing improvement	Aug. 2, 1882	22	197	1	30,000 00
Improving Newtown creek, New York: Completing improvement	do				75,000 00
Improving Sumpawamus inlet, New York: Continuing improvement	Aug. 2, 1882	22	193	1	15,000 00
Improving Ticonderoga river, New York: Continuing improvement	Aug. 2, 1882	22	197	1	10,000 00
Improving Cheesequake's creek, New Jersey: Continuing improvement	do				20,000 00
Improving Cohansey creek, New Jersey: Continuing improvement	do				5,500 00
Improving Elizabeth river, New Jersey: Completing improvement	do				16,200 00
Improving Mattawan creek, New Jersey: Continuing improvement	do				9,000 00
Improving Manasquan river, New Jersey: Continuing improvement	do				25,000 00
Improving Maurice river, New Jersey: Continuing improvement	Aug. 2, 1882	22	207	1	40,000 00
Improving Passaic river, New Jersey: Completing improvement above Newark, $3,000; from Pensylvania Railroad bridge to mouth of river, $85,000	Aug. 2, 1882	22	197	1	88,000 00
Improving Raccoon river, New Jersey: Completing the improvement from Delaware river to Swedesboro'	Aug. 2, 1882	22	207	1	16,000 00
Improving Rahway river, New Jersey: Continuing improvement	Aug. 2, 1882	22	197	1	10,000 00
Improving Rancocas river, New Jersey: Completing improvement	do				22,000 00
Improving Raritan river, New Jersey: Continuing improvement	do				60,000 00
Improving Salem river, New Jersey: Continuing improvement	do				4,000 00
Improving Shrewsbury river, New Jersey: Completing improvement	do				50,000 00
Improving South river, New Jersey: Continuing improvement	do				23,000 00
Improving Woodbridge creek, New Jersey: Completing improvement	do				4,000 00
Improving Woodbury creek, New Jersey: Completing improvement of the creek, from Delaware river to Broad street, in the town of Woodbury, New Jersey	Aug. 2, 1882	22	207	1	11,500 00
Improving Allegheny river, Pennsylvania: Continuing improvement	Aug. 2, 1882	22	198	1	100,000 00
Improving Schuylkill river, Pennsylvania: Continuing improvement	do				100,000 00

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For what object.	Date of last appropriation.	Reference to statutes.			Amount that can be profitably expended in the next fiscal year, as reported by the Chief of Engineers.
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Improving Delaware river between Trenton, New Jersey, and Bridesburg, Pennsylvania: Continuing improvement	Aug. 2, 1882	22	198	1	$35,000 00
Improving Delaware river below Bridesburg, Pennsylvania: Continuing improvement	do				217,000 00
Improving Broad creek, Delaware: Continuing improvement	do				20,000 00
Improving Broadkiln river, Delaware: Completing improvement	do				31,500 00
Improving Delaware river near Cherry Island flats, Pennsylvania and Delaware: Continuing improvement	do				100,000 00
Improving Duck creek, Delaware: Completing improvement	do				12,000 00
Improving Indian river, Delaware: Continuing improvement	do				35,000 00
Improving Mispillion creek, Delaware: Completing improvement	Aug. 2, 1882	22	197	1	58,500 00
Improving St. Jones river, Delaware: Completing improvement	Mar. 3, 1881	21	482	1	30,000 00
Constructing pier in Delaware river, near Lewes, Delaware: Completing construction	Aug. 2, 1882	22	198	1	12,000 00
Improving Delaware river at Schooner Ledge, Pennsylvania and Delaware: Completing improvement	do				57,000 00
Improving Choptank river, Maryland: Continuing improvement	do				10,000 00
Improving Corsica creek, Maryland: Completing improvement	Aug. 2, 1882	22	206	1	25,000 00
Improving Susquehanna river above and below Havre de Grace, Maryland: Completing improvement	do				120,000 00
Improving Potomac river in the vicinity of Washington: Establishing harbor lines and raising the flats; improvement of navigation, the establishment of harbor lines and raising the flats in accordance with the plan and report made in compliance with the river and harbor act of March 3, 1881, and the reports of the board of engineers made in compliance with the resolution of the Senate of December 30, 1881	Aug. 2, 1882	22	198	1	1,000,000 00
Improving Appomattox river, Virginia: Completing improvement	Aug. 2, 1882	22	206	1	70,800 00
Improving Archer's Hope river, Virginia Completing improvement	Aug. 2, 1882	22	198	1	9,400 00
Improving Big Sandy river, West Virginia and Kentucky: Continuing improvement	Aug. 2, 1882	22	202	1	80,000 00
Improving Black Water river, Virginia: Completing improvement	Aug. 2, 1882	22	198	1	1,000 00
Improving Chickahominy river, Virginia: Completing improvement	do				13,000 00
Improving James river, Virginia: Continuing improvement	do				150,000 00
Improving Mattaponi river, Virginia: Continuing improvement	Mar. 3, 1881	21	474	1	10,000 00
Improving channel at Mount Vernon, Virginia: Completing improvement	do				5,500 00
Improving Neabsco creek, Virginia: Continuing improvement	Mar. 3, 1881	21	480	1	20,000 00
Improving New river, Virginia and West Virginia: Continuing improvement	Aug. 2, 1882	22	199	1	50,000 00
Improving Nomoni creek, Virginia: Continuing improvement	do				10,000 00
Improving North Landing river, Virginia and North Carolina: Continuing improvement	Mar. 3, 1881	21	474	1	25,000 00
Improving Pagan creek, Virginia: Completing improvement	do				18,000 00
Improving Pamunky river, Virginia: Completing improvement	Aug. 2, 1882	22	199	1	10,000 00
Improving Rappahannock river, Virginia: Continuing improvement	do				50,000 00
Improving Staunton river, Virginia: Continuing improvement, between Roanoke station and Brookneal, $15,000; between Brookneal and Pig River, $10,000	do				25,000 00
Improving Totusky river, Virginia: Continuing improvement	do				10,000 00
Improving Urbana creek, Virginia: Completing improvement	do				5,000 00
Improving York river, Virginia: Completing improvement	do				50,000 00
Improving Dan river, Virginia and North Carolina: Continuing improvement	do				15,000 00
Improving Great Kanawha river, West Virginia: Continuing improvement	do				350,000 00
Improving Guyandotte river, West Virginia: Continuing improvement	do				5,000 00
Improving Little Kanawha river, West Virginia: Completing improvement	do				50,000 00
Improving Monongahela river, West Virginia and Pennsylvania: Completing improvement	Aug. 2, 1882	22	207	1	93,000 00
Improving Shenandoah river, West Virginia: Completing improvement	Mar. 3, 1881	21	471	1	7,500 00
Improving Cape Fear river from Wilmington to Fayetteville, North Carolina: Continuing improvement	Aug. 2, 1882	22	199	1	25,000 00
Improving Cape Fear river from Ocean to Wilmington, North Carolina: Continuing improvement	do				300,000 00
Improving Contentnia creek, North Carolina: Completing improvement	do				20,000 00
Improving Currituck sound and North River bar, North Carolina: Completing improvement, including Coanjok bay	do				20,200 00
Improving French Broad river, North Carolina: Completing improvement	do				24,000 00
Improving Meherin river, North Carolina; Completing improvement	do				7,500 00
Improving Neuse river, North Carolina: Continuing improvement	do				30,000 00
Improving New river, North Carolina: Completing improvement	do				35,000 00
Improving Pamlico and Tar rivers, North Carolina: Continuing improvement	Aug. 2, 1882	22	200	1	12,000 00
Improving Roanoke river, North Carolina: Completing improvement	do				10,000 00
Improving Scuppernong river, North Carolina: Completing improvement	Mar. 3, 1881	21	475	1	2,000 00
Improving Town creek, North Carolina: Completing improvement	do				2,000 00
Improving Trent river, North Carolina: Continuing improvement	Aug. 2, 1882	22	200	1	25,000 00
Improving Ashley river, South Carolina: Completing improvement	Mar. 3, 1881	21	475	1	2,500 00
Improving Edisto river, South Carolina: Completing improvement	Aug. 2, 1882	22	206	1	25,400 00
Improving Great Pee Dee river, South Carolina: Completing improvement	Aug. 2, 1882	22	200	1	25,000 00
Improving Salkahatchie river, South Carolina: Completing improvement	Aug. 2, 1882	22	206	1	13,000 00
Improving Santee river, South Carolina: Continuing improvement	Aug. 2, 1882	22	200	1	40,000 00
Improving Waccamaw river, South Carolina: Completing improvement	Mar. 3, 1881	21	475	1	25,000 00
Improving Wappoo cut, South Carolina: Completing improvement	Aug. 2, 1882	22	200	1	14,000 00
Improving Wateree river, South Carolina: Completing improvement	do				31,000 00
Improving Altamaha river, Georgia: Completing improvement	do				40,000 00
Improving Chattahoochee river, Georgia and Alabama: Continuing improvement	do				100,000 00
Improving Coosa river, Alabama and Georgia: Continuing improvement	do				150,000 00
Improving Flint river, Georgia: Continuing improvement	do				75,000 00
Improving Ocmulgee river, Georgia: Continuing improvement	do				10,000 00
Improving Oconee river, Georgia: Continuing improvement	do				10,000 00

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Improving Romley marsh, Georgia: Completing improvement	Aug. 2, 1882	22	206	1	$24,000 00
Improving Savannah river, Georgia: Completing improvement between Augusta and Savannah, $51,000; above Augusta, $6,000	Aug. 2, 1882	22	200	1	57,000 00
Improving Appalachicola river, Florida: Continuing of operation of snag-boat for preserving improvement already completed	do				2,000 00
Improving Caloosahatchee river, Florida: Completing improvement	Aug. 2, 1882	22	207	1	15,000 00
Improving Choctawhatchee river, Florida and Alabama: Continuing improvement of Choctawhatchee, $50,000; completing improvement of La Grange bayou, $18,000	Aug. 2, 1882	22	200	1	68,000 00
Improving Escambia and Conecuh rivers, Florida and Alabama: Completing improvement of Escambia river, $6,000; continuing improvement of Conecuh river, $25,000	do				31,000 00
Improving Manatee river, Florida: Completing improvement	Aug. 2, 1882	22	207	1	58,000 00
Improving Peas creek, Florida: Completing improvement	Aug. 2, 1882	22	200	1	5,700 00
Improving St. John's river, Florida: Continuing improvement	do				600,000 00
Improving Suwanee river, Florida: Completing improvement	do				42,200 00
Improving Volusia bar, Florida: Completing improvement	do				6,100 00
Improving Withlacoochee river, Florida: Completing improvement	Mar. 3, 1881	21	476	1	16,400 00
Improving Alabama river, Alabama: Continuing improvement	Aug. 2, 1882	22	201	1	50,000 00
Improving Cahawba river, Alabama: Continuing improvement	Aug. 2, 1882	22	206	1	100,000 00
Improving Tallapoosa river, Alabama: Completing improvement	do				25,000 00
Improving Warrior and Tombigbee rivers, Alabama and Mississippi: Completing improvement	Aug. 2, 1882	22	201	1	148,000 00
Improving Big Sunflower river, Mississippi: Continuing improvement	do				15,000 00
Improving Noxubee river, Mississippi: Continuing improvement	do				25,000 00
Improving Old Town creek, Mississippi: Completing improvement	Aug. 2, 1882	22	207	1	7,000 00
Improving Pascagoula river, Mississippi: Completing improvement	Aug. 2, 1882	22	201	1	10,000 00
Improving Pearl river, Mississippi: Completing improvement from Jackson to Carthage, $2,500; below Jackson, $26,000	do				28,500 00
Improving the roadstead leading into the back bay of Biloxi, on Mississippi sound, Mississippi: Completing improvement	do				30,000 00
Improving Tallahatchee river, Mississippi: Continuing improvement	do				10,000 00
Improving Tchula lake, Mississippi: Completing improvement	do				4,500 00
Improving Tombigbee river, Mississippi: Preservation of improvement above Columbus	do				2,000 00
Improving Yallabusha river, Mississippi: Continuing improvement	do				3,500 00
Improving Yazoo river, Mississippi: Continuing improvement	do				24,000 00
Improving Bayou Black, Louisiana: Continuing improvement	do				15,000 00
Improving Boeuf river, Louisiana: Completing improvement	do				10,000 00
Improving Bayou Bartholomew, Louisiana and Arkansas: Completing improvement	Mar. 3, 1881	21	480	1	14,000 00
Improving Bayou Courtableau, Louisiana: Continuing improvement	do				8,000 00
Improving Bayou Teche, Louisiana: Continuing improvement	do				50,000 00
Improving Bayou La Fourche, Louisiana: Completing improvement	June 14, 1880	21	186	1	5,000 00
Connecting Bayou Teche with Grand Lake at Charenton, Louisiana: Construction of a lock and dam, and dredging channel of the bayou below St. Martinsville	Mar. 3, 1881	21	481	1	50,000 00
Improving Bayou Terre Bonne, Louisiana: Completing improvement	Aug. 2, 1882	22	201	1	13,000 00
Improving Calcasieu river, Louisiana: Completing improvement	do				36,000 00
Improving Red river, Louisiana: Continuing improvement from the Atchafalaya to Fulton, Arkansas, to relieve the town of Alexandria from encroachment of the river	do				75,000 00
Improving Tangipahoa river, Louisiana: Completing improvement	Mar. 3, 1881	21	476	1	3,700 00
Improving Tensas river, Louisiana: Continuing improvement	Mar. 3, 1881	21	480	1	10,000 00
Improving Tchefuncte river and Bayou Falia, Louisiana: Completing improvement	Aug. 2, 1882	22	201	1	2,500 00
Improving Tickfaw river, Louisiana: Completing improvement	do				6,300 00
Improving mouth of Brazos river, Texas: Continuing improvement	do				100,000 00
Improving Buffalo bayou, Texas: Continuing improvement	do				100,000 00
Improving Neches river, Texas: Continuing improvement	do				7,000 00
Improving Arkansas river, Arkansas: Continuing improvement at Pine Bluff	Aug. 2, 1882	22	202	1	32,000 00
Improving Arkansas river, Arkansas and Kansas: Continuing improvement between Fort Smith and Wichita	do				30,000 00
Improving Black river, Arkansas and Missouri: Continuing improvement	do				30,000 00
Improving Ouachita river, Arkansas and Louisiana: Continuing improvement	do				20,000 00
Improving Saline river, Arkansas: Continuing improvement	do				10,000 00
Improving White river, Arkansas: Continuing improvement, between Jacksonport and Buffalo shoals, $20,000; above Buffalo shoals, $12,000	Aug. 2, 1882	22	207	1	32,000 00
Improving White and St. Francis rivers, Arkansas: Continuing improvement	Aug. 2, 1882	22	202	1	36,000 00
Improving Big Hatchee river, Tennessee: Continuing improvement	do				10,000 00
Improving Caney Fork river, Tennessee: Completing improvement	do				16,200 00
Improving Clinch river, Tennessee: Completing improvement	do				10,400 00
Improving Cumberland river, Tennessee: Completing improvement, above Nashville, $51,764; below Nashville, $13,821	do				65,585 00
Improving Duck river, Tennessee: Continuing improvement	do				10,000 00
Improving French Broad river, Tennessee river: Continuing improvement	do				15,000 00
Improving Hiawassee river, Tennessee: Completing improvement	do				5,000 00
Improving Little Tennessee river, Tennessee: Continuing improvement	Aug. 2, 1882	22	207	1	10,000 00
Improving Red river, Tennessee: Completing improvement	Mar. 3, 1881	21	477	1	5,100 00
Improving South Forked Deer river, Tennessee: Continuing improvement	Aug. 2, 1882	22	207	1	10,000 00
Improving Tennessee river, Tennessee: Completing improvement, above Chattanooga, $9,500; continuing improvement below Chattanooga, Tennessee and Alabama, $700,000	Aug. 2, 1882	22	202	1	709,500 00
Improving south fork of Cumberland river, Kentucky: Continuing improvement	do				10,000 00
Improving Kentucky river, Kentucky: Continuing improvement	do				380,000 00
Improving Treadwater river, Kentucky: Continuing improvement	do				5,000 00
Improving Ohio river: Continuing improvement	Aug. 2, 1882	22	203	1	1,000,000 00
Improving Sandusky river, Ohio: Continuing improvement	do				10,000 00

Statement showing the amount that can be profitably expended in the next fiscal year, &c.—Continued.

For what object.	Date of last appropriation.	Reference to statutes.			Amount that can be profitably expended in the next fiscal year, as reported by the Chief of Engineers.
		Vol.	Page.	Sec.	
Improving Clinton river, Michigan: Continuing improvement	Aug. 2, 1882	22	203	1	$10,000 00
Improving Detroit river, Michigan: Completing improvement	do				227,700 00
Improving Hay Lake channel of Sault Ste. Marie river, Michigan, *via* the Middle Neebish: Continuing improvement	Aug. 2, 1882	22	207	1	500,000 00
Improving Saginaw river, Michigan: Continuing improvement	Aug. 2, 1882	22	203	1	200,000 00
Improving Chippewa river, Wisconsin: Continuing improvement	do				35,000 00
Improving Chippewa river at Yellow Banks, Wisconsin: Continuing improvement	Aug. 2, 1882	22	206	1	30,000 00
Improving Fox and Wisconsin rivers, Wisconsin: Continuing improvement	Aug. 2, 1882	22	203	1	500,000 00
Improving Saint Croix river below Taylor's Falls, Wisconsin and Minnesota: Completing improvement	do				35,500 00
Improving Wabash river, Indiana and Illinois: Continuing improvement, below Vincennes, $115,000; between Vincennes and La Fayette, $50,000	do				165,000 00
Improving White river, Indiana: Continuing improvement	do				25,000 00
Improving Illinois river: Continuing improvement	do				350,000 00
Reservoirs at headwaters of the Mississippi river: Continuing operations	do				200,000 00
Surveys for reservoirs at sources of the Mississippi river, and St. Croix, Chippewa, and Wisconsin rivers	Submitted				50,000 00
Improving Upper Mississippi river: Operating snag-boat	Aug. 2, 1882	22	204	1	30,000 00
Improving St. Anthony's falls, Minnesota: Continuing improvement	Aug. 2, 1882	22	205	1	50,000 00
Improving Mississippi river from St. Paul to Des Moines rapids, Minnesota, Iowa, Missouri, Illinois, and Wisconsin: Continuing improvement	Aug. 2, 1882	22	204	1	1,000,000 00
Improving Des Moines rapids, Mississippi river, Iowa and Illinois: Completing improvement	Aug. 2, 1882	22	205	1	97,000 00
Constructing dry-dock at the Des Moines Rapids Canal: Completing construction	Aug. 2, 1882	22	204	1	95,000 00
Improving Mississippi river from Des Moines rapids to mouth of Illinois river: Continuing improvement	Aug. 2, 1882	22	208	1	500,000 00
Improving Mississippi river between mouths of the Ohio and Illinois rivers: Continuing improvement	do				1,000,000 00
Improving Mississippi river at Andalusia, Illinois: Completing improvement	Mar. 3, 1881	21	480	1	12,000 00
Improving Mississippi river at or near Cape Girardeau and Minton's point, Missouri: Continuing improvement	Mar. 3, 1881	21	478	1	42,000 00
Improving Mississippi river at Hannibal, Missouri: Completing improvement	do				15,000 00
Improving Rock Island rapids, Mississippi river: Continuing improvement	do				13,000 00
Improving Mississippi river from head of passes to Cairo: For works of improvement on the Mississippi river below Cairo, including works in progress in the Lake Providence, Plum Point, and Memphis reaches; the completion of the closure of existing crevasses and outlets on the Tensas and Yazoo fronts; the rectification of the Red and Atchafalaya rivers and the harbors of Memphis, Vicksburg, Natchez, and New Orleans	Aug. 2, 1882	22	208	1	3,000,000 00
Improving Mississippi, Missouri, and Arkansas rivers: Continuing removal of snags, wrecks, and other obstructions from Mississippi river, $170,000; continuing removal of snags, wrecks, and other obstructions from Missouri river, $188,000; continuing removal of snags, wrecks, and other obstructions from Arkansas river, $57,000	Aug. 2, 1882	22	205	1	415,000 00
Improving Cuivre river, Missouri: Completing improvement	do				18,000 00
Improving Gasconade river, Missouri: Completing improvement	do				25,000 00
Improving Osage river, Kansas and Missouri: Continuing improvement	Mar. 3, 1881	21	478	1	5,000 00
Survey of Missouri river from its mouth to Fort Benton, Montana: Continuing the survey	Aug. 2, 1882	22	205	1	50,000 00
Improving Missouri river from its mouth to Sioux City, Iowa: Continuing improvement	do				1,000,000 00
Improving Missouri river from Sioux City to Fort Benton, Montana: Continuing improvement	do				400,000 00
Improving Yellowstone river, Montana and Dakota: Continuing improvement	do				100,000 00
Improving Red River of the North, Minnesota and Dakota: Continuing improvement	do				30,000 00
Constructing dam at Goose rapids, Red River of the North, Minnesota and Dakota: Continuing construction of lock and dam	do				100,000 00
Improving Mississippi river above Falls of St. Anthony: Continuing improvement	Aug. 2, 1882	22	204	1	10,000 00
Improving Sacramento and Feather rivers, California: Continuing improvement	Aug. 2, 1882	22	205	1	40,000 00
Improving San Joaquin river and Mormon slough, California: Continuing improvement	do				40,000 00
Constructing canal around cascades of Columbia river, Oregon: Continuing construction	do				500,000 00
Improving Upper Columbia river, Oregon: Completing improvement	do				56,000 00
Improving Lower Willamette and Columbia rivers, Oregon: Continuing improvement	do				242,000 00
Improving Upper Willamette river, Oregon: Continuing improvement	do				31,000 00
Improving Lower Clearwater river, Idaho Territory: Completing improvement	do				20,000 00
Improving Chehalis river, Washington Territory: Completing improvement	Aug. 2, 1882	22	207	1	5,000 00
Improving Cowlitz river, Washington Territory: Continuing improvement	Aug. 2, 1882	22	206	1	6,000 00
Improving Skagit, Stielaquamish, Nootsack, Snohomish, and Snoqualmie rivers, Washington Territory: Continuing improvement	do				15,000 00
Improving mouth of Coquille river, Oregon: Continuing improvement	do				60,000 00
Examinations, surveys, and contingencies of rivers and harbors: Examinations and surveys, $50,000; and for contingencies, and for incidental repairs of harbors for which there is no special appropriation, $100,000	do				150,000 00
Total					35,301,885 00

POSTAL SERVICE.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
UNDER THE POST-OFFICE DEPARTMENT.							
OUT OF THE POSTAL REVENUES.							
Postal Service—							
Office of the Postmaster-General:							
Mail depredations and post-office inspectors, and fees to United States marshals, attorneys, &c.	.....	.....	.....	.....	$200,000 00		
Inspectors' clerks, (submitted)	.....	.....	.....	.....	20,000 00		
Advertising	.....	.....	.....	.....	20,000 00		
Miscellaneous items in the office of the Postmaster-General	.....	.....	.....	.....	1,500 00		
Office of the First Assistant Postmaster-General:							
For compensation to postmasters	.....	.....	.....	.....	12,250,000 00		
For clerks in post offices	.....	.....	.....	.....	4,900,000 00		
For free-delivery service	.....	.....	.....	.....	3,800,000 00		
For rent, fuel, and light	.....	.....	.....	.....	480,000 00		
For office-furniture	.....	.....	.....	.....	40,000 00		
For stationery in post offices	.....	.....	.....	.....	65,000 00		
For miscellaneous and incidental items	.....	.....	.....	.....	90,000 00		
For wrapping-paper	.....	.....	.....	.....	30,000 00		
For wrapping-twine	.....	.....	.....	.....	80,000 00		
For post-marking, rating, and cancelling stamps	.....	.....	.....	.....	25,000 00		
For letter balances, scales, and test-weights	.....	.....	.....	.....	35,000 00		
For ink—stamping and cancelling purposes For pads—stamping and cancelling purposes	.....	.....	.....	.....	20,000 00		
Office of the Second Assistant Postmaster-General:							
Inland transportation, railroad routes	.....	.....	.....	.....	12,750,000 00		
Railway post-office-car service	.....	.....	.....	.....	1,625,000 00		
Inland transportation, steamboat routes	.....	.....	.....	.....	625,000 00		
Inland transportation, star routes	.....	.....	.....	.....	5,600,000 00		
Railway postal clerks	.....	.....	.....	.....	4,295,289 60		
Mail messengers	.....	.....	.....	.....	1,100,000 00		
Mail-locks and keys	.....	.....	.....	.....	25,000 00		
Mail-bags and mail-bag catchers	.....	.....	.....	.....	250,000 00		
Miscellaneous items in the office of the Second Assistant Postmaster-General	.....	.....	.....	.....	1,000 00		
Office of the Third Assistant Postmaster-General:							
Postage-stamps	.....	.....	.....	.....	146,000 00		
Expenses of postage-stamp agency	.....	.....	.....	.....	8,100 00		
Stamped envelopes and wrappers	.....	.....	.....	.....	644,000 00		
Expenses of stamped-envelope agency	.....	.....	.....	.....	16,000 00		
Postal cards	.....	.....	.....	.....	268,000 00		
Expenses of postal-card agency	.....	.....	.....	.....	7,300 00		
Registered-package, post-office, and dead-letter envelopes, locks and seals	.....	.....	.....	.....	140,000 00		
Ship, steamboat, and way letters	.....	.....	.....	.....	1,500 00		
Engraving, printing, and binding drafts and warrants	.....	.....	.....	.....	2,500 00		
Miscellaneous items in the office of the Third Assistant Postmaster-General	.....	.....	.....	.....	1,000 00		
Office of the Superintendent of Foreign Mails:							
Transportation of foreign mails	.....	.....	.....	.....	425,000 00		
Balances due foreign countries, including the United States' portion of the expenses of the International Bureau of the Universal Postal Union, and the subscription of the Department for the monthly journal (L'Union Postale) of that bureau	.....	.....	.....	.....	75,000 00		
					50,062,189 60		
Postal Revenue—							
Estimated amount which will be provided by the Department from its own revenues, viz: Ordinary postal revenue, $46,674,078.31; money-order receipts, $430,000	.....	.....	.....	.....	47,104,078 31		
Deficiency in Postal Revenue—							
Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the general Treasury	Appropriated..	22	455	2	.....	$2,958,111 29	Indefinite.
Total Postal Service	.....	.....	.....	.....	.....	2,958,111 29	Indefinite.

MISCELLANEOUS.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
UNDER THE PUBLIC PRINTER.							
PUBLIC PRINTING AND BINDING.							
Public Printing—							
Wages for three hundred and thirteen days, viz:							
One foreman	.....	R. S.	741	3756, 3828	$2,100 00		
	Appropriated..	22	629	1			
One clerk to make estimates	Same acts				1,600 00		
One superintendent of press-room, at $5.75 per day	...do...				1,799 75		
One superintendent of folding-room, at $5.75 per day	...do...				1,799 75		
One superintendent of stereotyping, at $5.75 per day	...do...				1,799 75		
Five assistant foremen, at $5.75 per day	...do...				8,998 75		
Seven assistant foremen, at $5.33⅓ per day	...do...				11,685 33		
One inspector of materials, at $5.75 per day	...do...				1,799 75		
One delivery-clerk, at $4.66⅔ per day	...do...				1,460 67		
Two preparers of copy, at 56 cents each per hour	...do...				2,804 48		
One proof-reader, at 58 cents per hour	...do...				1,452 32		
Fifty proof-readers, at 53 cents each per hour	...do...				66,356 00		
Seven revisers of proof, at 53 cents each per hour	...do...				9,289 84		
One maker-up, at 53 cents per hour	...do...				1,327 12		
Twenty-two makers-up, at 50 cents each per hour	...do...				27,544 00		
Nineteen floor-hands, at 45 cents each per hour	...do...				21,409 20		
Four hundred and thirty-five compositors, at 40 cents each per hour	...do...				435,696 00		
Forty-five pressmen, at 40 cents each per hour	...do...				45,072 00		
One hundred and thirty feeders, at 18¾ cents each per hour	...do...				61,035 00		
One hundred and fifty laborers, at 25 cents each per hour	...do...				93,900 00		
Two warehousemen, at 45 cents each per hour	...do...				2,253 60		
One superintendent of folding-machines, at 52 cents per hour	...do...				1,302 08		
One telegraph-operator, at $4.50 per day	...do...				1,408 50		
One engineer, at 56 cents per hour	...do...				1,402 24		
One assistant engineer, at 53 cents per hour	...do...				1,327 12		
Seven machinists, at 40 cents each per hour	...do...				7,011 20		
Seven carpenters, at 40 cents each per hour	...do...				7,011 20		
Two firemen, (365 days,) at $3 each per day	...do...				2,190 00		
Two watchmen, (365 days,) at $2.50 each per day	...do...				1,825 00		
Six watchmen, (365 days,) at $2.25 each per day	...do...				4,927 50		
Six cutters, at 40 cents each per hour	...do...				6,009 60		
Three counters, at 37½ cents each per hour	...do...				2,817 00		
Four sheet-boys, at 15 cents each per hour	...do...				1,502 40		
One stereotyper, at 52 cents per hour	...do...				1,302 08		
One electrotyper, at 47 cents per hour	...do...				1,176 88		
Ten stereotypers, at 44 cents each per hour	...do...				11,017 60		
Two hundred and fifty folders, average $30 each per month	...do...				90,000 00		
Eighteen apprentices, at 25 cents each per hour	...do...				11,268 00		
Eighteen apprentices, at 20 cents each per hour	...do...				9,014 40		
Ten apprentices, at 16⅔ cents each per hour	...do...				4,173 33		
Seventeen apprentices, at 12½ cents each per hour	...do...				5,321 00		
Total estimate for wages, public printing	$973,190 44						
Materials, &c., public printing:							
Improvements and repairs to building	...do...				12,000 00		
Machinery, type, and implements	...do...				55,000 00		
12,000 pounds book-printing ink, at 60 cents	...do...				7,200 00		
5,000 pounds job-printing ink, at $1	...do...				5,000 00		
6,000 pounds Bullock-press ink, at 50 cents	...do...				3,000 00		
1,000 pounds colored inks, at $5	...do...				5,000 00		
120,000 pounds stereotype-metal, at 10 cents	...do...				12,000 00		
600 pounds glue, at 32 cents	...do...				192 00		
8,000 pounds potash, at 8 cents	...do...				640 00		
12,000 pounds roller-composition, at 45 cents	...do...				5,400 00		
100 gallons sirup, at 50 cents	...do...				50 00		
1,500 pounds glycerine, at 35 cents	...do...				525 00		
1,500 gallons benzine, at 10 cents	...do...				150 00		
2,000 gallons oil, at $1.30	...do...				2,600 00		
700 tons coal, at $4.50	...do...				3,150 00		
5,000 yards cotton, at 15 cents	...do...				750 00		
1,000 pounds thread, at 85 cents	...do...				850 00		
Freight, boxing, cartage, and wharfage	...do...				1,200 00		
Purchase of horses, wagons, and harness, and repair of wagons and harness	...do...				3,000 00		
Gas	...do...				10,000 00		
Miscellaneous items	...do...				20,000 00		
Total estimate for materials, public printing	$147,707						

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Public Printing—Continued.							
Paper for the public printing:							
35,000 reams fine printing, uncalendered, 48-pound, at $4.80 per ream	..... / Appropriated ..	R. S. / 22	741 / 629	3756, 3828 / 1	$168,000 00		
25,000 reams superfine printing, super-calendered, 48-pound, at $4.80 per ream	Same acts	.....	.....	.....	120,000 00		
8,000 reams superfine printing, super-calendered, hard-sized, 45-pound, at $4.50 per ream	.....do.....	.....	.....	.....	36,000 00		
2,000 reams superfine printing, super-calendered, hard-sized, 60-pound, at $6 per ream	.....do.....	.....	.....	.....	12,000 00		
3,000 reams superfine printing, super-calendered, 70-pound, at $7 per ream	.....do.....	.....	.....	.....	21,000 00		
500 reams superfine printing, super-calendered, 44-pound, at $4.40 per ream	.....do.....	.....	.....	.....	2,200 00		
2,500 reams superfine printing, super-calendered, 50-pound, at $5 per ream	.....do.....	.....	.....	.....	12,500 00		
2,000 reams superfine printing, super-calendered, 42-pound, at $4.20 per ream	.....do.....	.....	.....	.....	8,400 00		
1,200 reams superfine printing, super-calendered, 40-pound, at $4 per ream	.....do.....	.....	.....	.....	4,800 00		
500 reams cream-tinted printing, super-calendered, 70-pound, at $7 per ream	.....do.....	.....	.....	.....	3,500 00		
200 reams cream-tinted printing, super-calendered, 55-pound, at $5.50 per ream	.....do.....	.....	.....	.....	1,100 00		
3,000 reams cream-tinted printing, super-calendered, 50-pound, at $5 per ream	.....do.....	.....	.....	.....	15,000 00		
1,000 reams cream-tinted printing, super-calendered, 40-pound, at $4 per ream	.....do.....	.....	.....	.....	4,000 00		
Writing-paper:							
3,000 reams quarto-post, 10-pound, at 12 cents per pound, $1.20 per ream	.....do.....	.....	.....	.....	3,600 00		
2,000 reams of flat-cap, 16-pound, at 12 cents per pound, $1.92 per ream	.....do.....	.....	.....	.....	3,840 00		
8,000 reams double-cap, 30-pound, at 12 cents per pound, $3.60 per ream	.....do.....	.....	.....	.....	28,800 00		
3,000 reams demy, 20-pound, at 12 cents per pound, $2.40 per ream	.....do.....	.....	.....	.....	7,200 00		
7,000 reams double-demy, 40-pound, at 12 cents per pound, $4.80 per ream	.....do.....	.....	.....	.....	33,600 00		
2,000 reams folio, 23-pound, at 12 cents per pound, $2.76 per ream	.....do.....	.....	.....	.....	5,520 00		
4,000 reams double-folio, 40-pound, at 12 cents per pound, $4.80 per per ream	.....do.....	.....	.....	.....	19,000 00		
1,500 reams medium, 26-pound, at 12 cents per pound, $3.12 per ream	.....do.....	.....	.....	.....	4,680 00		
1,500 reams royal, 36-pound, at 12 cents per pound, $4.32 per ream	.....do.....	.....	.....	.....	6,480 00		
1,000 reams super-royal, 56-pound, at 12 cents per pound, $6.72 per ream	.....do.....	.....	.....	.....	6,720 00		
2,000 reams imperial, 40-pound, at 12 cents per pound, $4.80 per ream	.....do.....	.....	.....	.....	9,600 00		
100 reams imperial, 66-pound, at 12 cents per pound, $7.92 per ream	.....do.....	.....	.....	.....	792 00		
3,000 reams special, of any required sizes, not exceeding 21 by 40 inches, 35-pound, at 12 cents per pound, $4.20 per ream	.....do.....	.....	.....	.....	12,600 00		
1,000 reams superfine cover-paper, of any required sizes or colors, 36-pound, at 12 cents per pound, $4.32 per ream	.....do.....	.....	.....	.....	4,320 00		
200 reams blue quarto-post, 9-pound, at 12 cents per pound, $1.08 per ream	.....do.....	.....	.....	.....	216 00		
100 reams laid-cap, assorted colors, 16-pound, at 12 cents per pound, $1.92 per ream	.....do.....	.....	.....	.....	192 00		
500 reams laid double-cap, assorted colors, 32-pound, at 12 cents per pound, $3.84 per ream	.....do.....	.....	.....	.....	1,920 00		
300 reams blue demy, 20-pound, at 12 cents per pound, $2.40 per ream	.....do.....	.....	.....	.....	720 00		
500 reams blue folio, 20-pound, at 12 cents per pound, $2.40 per ream	.....do.....	.....	.....	.....	1,200 00		
3,000 reams blue double-folio, 32-pound, at 12 cents per pound, $3.84 per ream	.....do.....	.....	.....	.....	11,520 00		
500 reams blue medium, 26-pound, at 12 cents per pound, $3.12 per ream	.....do.....	.....	.....	.....	1,560 00		
200 reams blue double-cap, 30-pound, at 12 cents per pound, $3.60 per ream	.....do.....	.....	.....	.....	720 00		
300 reams yellow double-cap, 32-pound, at 12 cents per pound, $3.84 per ream	.....do.....	.....	.....	.....	1,152 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Public Printing—Continued.							
1,000 reams buff double-cap, 32-pound, at 12 cents per pound, $3.84 per ream	..... Appropriated..	R. S. 22	741 629	3756, 3828 1	$3,840 00		
100 reams golden envelope-paper, 28-pound, at 12 cents per pound, $3.36 per ream	Same acts				336 00		
800 reams manila paper, various sizes, at $3 per ream	do				2,400 00		
10,000 sheets imitation parchment, 21 by 24 inches, at 2 cents per sheet	do				200 00		
20,000 sheets imitation parchment, 17 by 22 inches, at 2 cents per sheet	do				400 00		
15,000 sheets imitation parchment, 15¾ by 18½ inches, at 2 cents per sheet	do				300 00		
125,000 pounds map-paper, at 12 cents per pound	do				15,000 00		
200,000 pounds plate-paper, at 15 cents per pound	do				30,000 00		
600 reams tissue-paper, at $1.20 per ream	do				720 00		
50,000 sheets parchment deed-paper, at 3 cents per sheet	do				1,500 00		
Cards:							
20,000 sheets India, at 5 cents per sheet	do				1,000 00		
800,000 sheets bristol-board, at 4 cents per sheet	do				32,000 00		
600,000 sheets, any required sizes, not exceeding 24 by 38 inches, at 2 cents per sheet	do				12,000 00		
Total estimate for paper for public printing, $674,148							
Public Binding—							
Wages for three hundred and thirteen days, viz:							
One foreman	..... Appropriated..	R. S. 22	741 629	3756, 3828 1	2,100 00		
One assistant foreman, at $5.75 per day	Same acts				1,799 75		
Two assistant foremen, at $5.33⅓ per day	do				3,338 67		
Five assistants, at 50 cents per hour each	do				6,260 00		
One machinist, at 52 cents per hour	do				1,302 08		
One storekeeper, at 45 cents per hour	do				1,126 80		
Two hundred and twenty-five rulers, finishers, and forwarders, at 40 cents each per hour	do				225,360 00		
Three apprentices, at 25 cents each per hour	do				1,878 00		
Eleven apprentices, at 20 cents each per hour	do				5,508 80		
Seven apprentices, at 16⅔ cents each per hour	do				2,921 33		
Seven apprentices, at 12½ cents each per hour	do				2,191 00		
Twenty-five pagers, at 31¼ cents each per hour	do				19,562 50		
Twenty-four blank-sewers, at 25 cents each per hour	do				15,650 00		
Eighty-seven sewers, at 23 cents each per hour	do				50,105 04		
Two hoisters, at 28 cents each per hour	do				1,402 24		
Nine watchmen, (365 days,) at $2.25 each per day	do				7,391 25		
Three deliverers of work, at 45 cents each per hour	do				3,380 40		
Thirty-four feeders, at 16⅔ cents each per hour	do				14,189 33		
Four packers, at 28 cents each per hour	do				2,804 48		
Fifty laborers, at 25 cents each per hour	do				31,300 00		
Three book-sawyers, at 30 cents each per hour	do				2,253 60		
One hundred and twenty-seven sewers, average $40 each per month	do				60,960 00		
Total estimate for wages, public binding, $462,785 27							
Materials, &c., public binding:							
Machinery, repairs, tools, implements, &c.	do				25,000 00		
50 skins Russia leather, at $10 per skin	do				500 00		
45,000 feet C. H. Russia leather, at 20 cents per foot	do				9,000 00		
3,000 dozen law-sheep, at $12 per dozen	do				36,000 00		
400 dozen law-calf, at $40 per dozen	do				16,000 00		
200 dozen Turkey morocco, at $35 per dozen	do				7,000 00		
220 dozen cochineal title-leather, at $13 per dozen	do				2,860 00		
275 dozen roans, at $9 per dozen	do				2,475 00		
600 dozen skivers, at $10 per dozen	do				6,000 00		
20 dozen parchment, at $12 per dozen	do				240 00		
400 dozen fleshers, at $5 per dozen	do				2,000 00		
9,000 yards cotton cloth, at 15 cents per yard	do				1,350 00		
3,000 pieces book-muslin, at $8 per piece	do				24,000 00		
12,000 yards crash, at 15 cents per yard	do				1,800 00		
600 pieces head-band, at 80 cents per piece	do				480 00		
1,800 packs gold-leaf, at $7 per pack	do				12,600 00		
900 packs Florence leaf, at $1.50 per pack	do				1,350 00		
100,000 pounds binders' board, at 3½ cents per pound	do				3,500 00		
260,000 pounds binders' board, at 4 cents per pound	do				10,400 00		
300,000 pounds binders' board, at 5 cents per pound	do				15,000 00		
20,000 pounds glue, at 20 cents per pound	do				4,000 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Public Binding—Continued.							
3,000 pounds twine, at 30 cents per pound	.....	R. S.	741	3756, 3828	$900 00		
	Appropriated..	22	629	1			
3,000 pounds thread, at 85 cents per pound	Same acts.....	.....	.....	.....	2,550 00		
100 barrels flour, at $6.50 per barrel	.....do.....	.....	.....	.....	650 00		
400 gallons of alcohol, at $2.50 per gallon	.....do.....	.....	.....	.....	1,000 00		
150 gallons sperm oil, at $1.30 per gallon	.....do.....	.....	.....	.....	195 00		
200 tons coal, at $4.50 per ton	.....do.....	.....	.....	.....	900 00		
100 reams marble-paper, at $5 per ream	.....do.....	.....	.....	.....	500 00		
75 reams comb-paper, at $12 per ream	.....do.....	.....	.....	.....	900 00		
100 reams plaid paper, at $10 per ream	.....do.....	.....	.....	.....	1,000 00		
1,500 reams double-cap ledger-paper, at $7 per ream	.....do.....	.....	.....	.....	10,500 00		
400 reams imperial ledger-paper, at $15 per ream	.....do.....	.....	.....	.....	6,000 00		
600 reams super-royal ledger-paper, at $13 per ream	.....do.....	.....	.....	.....	7,800 00		
800 reams royal ledger-paper, at $9 per ream	.....do.....	.....	.....	.....	7,200 00		
2,500 reams medium ledger-paper, at $7 per ream	.....do.....	.....	.....	.....	17,500 00		
6,000 reams demy ledger-paper, at 6 per ream	.....do.....	.....	.....	.....	36,000 00		
4,000 reams cap ledger-paper, at $4 per ream	.....do.....	.....	.....	.....	16,000 00		
200 reams manila paper, at $10 per ream	.....do.....	.....	.....	.....	2,000 00		
400 reams manila paper, at $5 per ream	.....do.....	.....	.....	.....	2,000 00		
50 reams hardware-paper, at $4 per ream	.....do.....	.....	.....	.....	200 00		
Dyes, gums, &c	.....do.....	.....	.....	.....	3,500 00		
Gas	.....do.....	.....	.....	.....	2,500 00		
Freight, boxing, and cartage	.....do.....	.....	.....	.....	400 00		
Purchase of horses, wagons, and harness, and repairs of wagons and harness	.....do.....	.....	.....	.....	3,500 00		
Miscellaneous items	.....do.....	.....	.....	.....	6,500 00		
Total estimate for materials, public binding..$311,750							
Congressional Record—							
Wages of employés	.....	R. S.	741	3756, 3828	113,000 00		
	Appropriated..	22	629	1			
8,000 reams fine printing-paper, uncalendered, 38 by 48 inches, 96-pound, at $9.60 per ream	Same acts.....	.....	.....	.....	76,800 00		
8,000 pounds printing-ink, at 60 cents per pound	.....do.....	.....	.....	.....	4,800 00		
28,000 pounds stereotype-metal, at 10 cents per pound	.....do.....	.....	.....	.....	2,800 00		
Compiling index	.....do.....	.....	.....	.....	5,300 00		
60,000 feet C. H. Russia leather, at 20 cents per foot	.....do.....	.....	.....	.....	12,000 00		
175 packs of gold-leaf, at $7 per pack	.....do.....	.....	.....	.....	1,225 00		
75,000 pounds binders' board, at 5 cents per pound	.....do.....	.....	.....	.....	3,750 00		
6,000 pounds glue, at 20 cents per pound	.....do.....	.....	.....	.....	1,200 00		
15 barrels flour, at $6.50 per barrel	.....do.....	.....	.....	.....	97 50		
200 tons coal, at $4.50 per ton	.....do.....	.....	.....	.....	900 00		
90 pounds egg albumen, at 95 cents per pound	.....do.....	.....	.....	.....	85 50		
250 pounds twine, at 30 cents per pound	.....do.....	.....	.....	.....	75 00		
100 reams marble-paper, at $5 per ream	.....do.....	.....	.....	.....	500 00		
35 dozen law-sheep, at $12 per dozen	.....do.....	.....	.....	.....	420 00		
4,500 yards crash, at 15 cents per yard	.....do.....	.....	.....	.....	675 00		
1,500 pounds wire, at 30 cents per pound	.....do.....	.....	.....	.....	450 00		
Gas	.....do.....	.....	.....	.....	1,000 00		
Miscellaneous items	.....do.....	.....	.....	.....	20,000 00		
						$2,814,658 71	
Total estimate for Congressional Record.....$245,078							$2,500,000 00
Lithographing, Engraving, &c.—							
Lithographing, mapping, and engraving, for both Houses of Congress, the Supreme Court, the Court of Claims, and the Executive Departments	.....	R. S.	744	3779, 3782	.....	200,000 00	
	Appropriated..	22	629	1			

PUBLIC PRINTING AND BINDING.

The following are the estimates for public printing, binding, and paper for the same, as furnished by the Library of Congress and the several Executive Departments, under the provisions of section 2, act of May 8, 1872, (R. S., page 720, section 3661:)

LIBRARY OF CONGRESS.

Printing and Binding—

Printing and binding, to be executed under the direction of the Public Printer, as follows: Printing and binding copyright records and blanks, binding of books and periodicals for the Library of Congress, and printing and binding catalogue.....$19,000

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
STATE DEPARTMENT.							
Printing and Binding—							
Printing and binding, to be executed under the direction of the Public Printer					$15,000		
TREASURY DEPARTMENT.							
Printing and Binding—							
Printing, and paper for the same; blank books, binding, ruling, and all other work for the Treasury Department, heretofore estimated for by the Public Printer					250,000		
WAR DEPARTMENT.							
Printing and Binding—							
Printing and binding for the War Department and its bureaus, to be executed under the direction of the Public Printer, as follows:							
Secretary of War					$7,500		
Adjutant-General					25,000		
Quartermaster-General					18,000		
Commissary-General					6,750		
Paymaster-General					2,500		
Surgeon-General, (including $12,000 for the catalogue of the library of this office)					32,000		
Chief of Engineers					25,000		
Chief of Ordnance					18,000		
Chief Signal-Officer					50,000		
Judge-Advocate General					500		
					185,250		
NAVY DEPARTMENT.							
Printing and Binding—							
Printing and binding for the Navy Department, to be executed under the direction of the Public Printer					75,000		
INTERIOR DEPARTMENT.							
Printing and Binding—							
Printing and binding for the Interior Department and its several bureaus and offices, to be executed under the direction of the Public Printer, as follows:							
Secretary of the Interior					$30,000		
Patent Office					225,000		
Pension Office					45,000		
General Land Office					40,000		
Indian Office					15,000		
Bureau of Education					25,000		
Commissioner of Railroads					2,500		
Geological Survey					9,000		
Architect of the Capitol					150		
Government Hospital for Insane					350		
Smithsonian Institution					10,000		
Freedmen's Hospital					200		
Civil Service Commission					3,000		
					405,200		
POST-OFFICE DEPARTMENT.							
Printing and Binding—							
Printing and binding for the Post-Office Department, to be executed under the direction of the Public Printer					200,000		
DEPARTMENT OF AGRICULTURE.							
Printing and Binding—							
Printing and binding for the Department of Agriculture, to be executed under the direction of the Public Printer					20,000		
DEPARTMENT OF JUSTICE.							
Printing and Binding—							
Printing and binding for the Department of Justice, to be executed under the direction of the Public Printer					10,000		
					1,179,450		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
RECAPITULATION.							
Library of Congress					$19,000		
State Department					15,000		
Treasury Department					250,000		
War Department					185,250		
Navy Department					75,000		
Interior Department					405,200		
Post-Office Department					200,000		
Department of Agriculture					20,000		
Department of Justice					10,000		
					1,179,450		
Total for Public Printing, Paper, Binding, and Lithographing						$3,014,658 71	$2,500,000 00
UNDER THE COURT OF CLAIMS.							
Payment of Judgments, Court of Claims—							
Payments of the judgments of the court	.....	R. S.	200	1089	.....	$500,000 00	$339,000 00
	Mar. 3, 1883	22	587	2			
MISCELLANEOUS.							
Conveying Votes of Electors for President and Vice-President—							
For the payment of the messengers of the respective States for conveying to the seat of government the votes of the electors of said States for President and Vice-President of the United States, at the rate of twenty-five cents for every mile of the estimated distance by the most usual road travelled from the place of meeting of the electors to the seat of government of the United States, computed for the one distance only	.....	R. S.	23	144	.....	$9,000 00	
NOTE.—A schedule of the payments made to messengers of the several States for conveying the votes of electors in accordance with the provisions of the act of June 16, 1880, (21 Stats., 266,) will be found in Appendix "D*d*."							
Total Miscellaneous under Legislative	.....	.....	.....	.....	.....	3,523,658 71	$2,839,000 00
UNDER THE TREASURY DEPARTMENT.							
LIFE-SAVING STATIONS.							
Life-Saving Service—							
Salary of one superintendent for the life-saving stations on the coasts of Maine and New Hampshire	June 20, 1874	18	127	2–6	$1,500 00		
	June 18, 1878	20	163	1–12			
	May 4, 1882	22	55	1–11			
	Mar. 3, 1883	22	605	1			
Salary of one superintendent for the life-saving stations on the coast of Massachusetts	Same acts	.....	.....	.....	1,500 00		
Salary of one superintendent for the life-saving stations on the coasts of Rhode Island and Long Island	...do...	.....	.....	.....	1,800 00		
Salary of one assistant superintendent for the life-saving stations on the coasts of Rhode Island and Long Island	...do...	.....	.....	.....	1,000 00		
Salary of one superintendent for the life-saving stations on the coast of New Jersey	...do...	.....	.....	.....	1,800 00		
Salary of one superintendent for the life-saving stations on the coasts of Delaware, Maryland, and Virginia	...do...	.....	.....	.....	1,500 00		
Salary of one superintendent for the life-saving stations on the coasts of Virginia and North Carolina	...do...	.....	.....	.....	1,800 00		
Salary of one superintendent for the life-saving stations and for the houses of refuge on the coasts of South Carolina, Georgia, and Florida	...do...	.....	.....	.....	1,200 00		
Salary of one superintendent for the life-saving and life-boat stations on the coast of the Gulf of Mexico	...do...	.....	.....	.....	1,500 00		
Salary of one superintendent for the life-saving and life-boat stations on the coasts of Lakes Ontario and Erie	...do...	.....	.....	.....	1,800 00		
Salary of one superintendent for the life-saving and life-boat stations on the coasts of Lakes Huron and Superior	...do...	.....	.....	.....	1,800 00		
Salary of one superintendent for the life-saving and life-boat stations on the coast of Lake Michigan	...do...	.....	.....	.....	1,800 00		
Salary of one superintendent for the life-saving and life-boat stations on the coasts of Washington Territory, Oregon, and California	...do...	.....	.....	.....	1,800 00		
Salaries of two hundred and sixteen keepers of life-saving and life-boat stations and houses of refuge	...do...	.....	.....	.....	151,200 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Life-Saving Service—Continued.							
Pay of crews of surfmen employed at the life-saving and life-boat stations, during the period of actual employment; compensation of volunteers at life-saving and life-boat stations, for actual and deserving service rendered upon any occasion of disaster, or in any effort to save persons from drowning, at such rate, not to exceed ten dollars for each volunteer, as the Secretary of the Treasury may determine; pay of volunteer crews for drill and exercise; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and improvement of same; supplies and provisions for houses of refuge, and for shipwrecked persons succored at stations; travelling expenses of officers under orders from the Treasury Department; for carrying out the provisions of sections seven and eight of the act approved May fourth, eighteen hundred and eighty-two; and contingent expenses, including freight, storage, repairs to apparatus; medals, labor, stationery, advertising, and miscellaneous expenses that cannot be included under any other head of life-saving stations on the coasts of the United States.....	June 20, 1874 June 18, 1878 May 4, 1882 Mar. 3, 1883	18 20 22 22	127 163 55 605	2–6 1–12 1–11 1	$717,075 00		
						$889,075 00	$798,500 00
Establishing Life-Saving Stations—							
Establishing new life-saving and life-boat stations on the sea and lake coasts of the United States.....	June 18, 1878 May 4, 1882 Appropriated..	20 22 22	163 55 606	1 1–11 1	.....	50,000 00	50,000 00
Total Life-Saving Stations	.....	.....	.....	.....	.....	939,075 00	848,500 00
REVENUE-CUTTER SERVICE.							
Expenses of Revenue-Cutter Service—							
For the pay of captains, lieutenants, engineers, cadets, and pilots employed, and for rations for the same; and for pay of petty officers, seamen, cooks, stewards, boys, coal-passers, and firemen, and for rations for the same; and for fuel for vessels, repairs, and outfits for the same; ship-chandlery, and engineers' stores for same; travelling expenses of officers travelling on duty under orders from the Treasury Department; instruction of cadets; commutation of quarters; and contingent expenses, including wharfage, towage, dockage, freight, advertising, surveys, labor, and miscellaneous expenses, which cannot be included under special heads.....	.... Appropriated..	R. S. R. S. 22	534 534 606	2749 2753–6 1	.....	$875,000 00	$875,000 00
Constructing a Revenue-Steamer—							
Construction of one revenue-steamer for duty on the southern coast of the United States.....	Submitted.. ...	.....	.....	.....	.....	75,000 00	
Rebuilding Revenue-Steamer "Richard Rush"—							
Rebuilding the United States revenue-steamer "Richard Rush," now on the San Francisco station.....	Submitted.. ...	.....	.....	.....	.....	90,000 00	
Total Revenue-Cutter Service	.....	.....	.....	.....	.....	1,040,000 00	875,000 00
ENGRAVING AND PRINTING.							
Labor and Expenses of Engraving and Printing—							
Labor and expenses of engraving and printing, namely: For labor, (by the day, piece, or contract,) including labor of workmen skilled in engraving, transferring, plate-printing, and other specialties necessary for carrying on the work of engraving and printing notes, bonds, and other securities of the United States, the pay for such labor to be fixed by the Secretary of the Treasury at rates not exceeding the rates usually paid for such work; and for other expenses of engraving and printing notes, bonds, and other securities of the United States; for materials other than distinctive paper required in the work of engraving and printing; for the purchase of engravers' tools, dies, rolls, and plates; for machinery and repairs to the same; and for expenses of operating macerating-machines for the destruction of the United States notes, bonds, and other obligations of the United States authorized to be destroyed.....	..... Appropriated.. Appropriated..	R. S. 22 22	1706 308 606	3575–7 1 1	.....	$425,000 00	*$485,700 00

*Includes $105,000 for work on national-bank notes; $19,000 for work on U. S. checks, and for paper therefor; and $700 for work on certificates of letters-patent, appropriated for 1884 under head of "Engraving and printing."

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
LIGHT-HOUSE ESTABLISHMENT.							
Supplies of Light-Houses—							
Supplying the light-houses, beacon-lights, and fog-signals on the Atlantic, Gulf, Lake, and Pacific coasts with illuminating and cleaning materials, and such other materials as may be required for annual consumption, including the expenses of inspection and delivery of the same; for books and furniture for stations and other incidental and necessary expenses; and the Light-House Board is hereby authorized to lease, for the sum of $1 per annum, a wharf for the landing of supplies near the Currituck Beach light-house, North Carolina	Appropriated..	22	607	1	.....	$375,000 00	$375,000 00
Repairs and Incidental Expenses of Light-Houses—							
Repairs and incidental expenses of light-houses and stations, for rebuilding, renovating, and improving the same, and buildings connected therewith; and for the establishment and repair of pier-head lights; and for the purchase and repair of illuminating apparatus and machinery	Appropriated..	22	607	1	.....	310,000 00	310,000 00
Salaries and Keepers of Light-Houses—							
Salaries, fuel, rations, rent of quarters where necessary, and similar incidental expenses of one thousand and fifteen light-keepers and fog-signal keepers	..... Appropriated..	R. S. 22	908 606	4673 1	....	585,000 00	585,000 00
Expenses of Light-Vessels—							
Seamen's wages, rations, repairs, salaries, supplies, and incidental expenses of thirty light-ships	Appropriated..	22	607	1	.....	240,000 00	240,000 00
Expenses of Buoyage—							
Expenses of raising, cleaning, painting, repairing, removing, and supplying losses of buoys, spindles, and day-beacons, for the maintenance of whistling buoys and bell buoys, and for chains, sinkers, and similar necessaries..	Appropriated..	22	607	1	.....	345,000 00	325,000 00
NOTE.—The amount asked for is $20,000 more than the sum appropriated for the present year. This is occasioned by the increase in the number of buoys, which necessitates a corresponding increase of expenditure.							
Expenses of Fog-Signals—							
Establishing, renewing, duplicating, and improving fog-signals and buildings connected therewith, and for repairs and incidental expenses of the same	Appropriated..	22	607	1	.....	60,000 00	60,000 00
Inspecting Lights—							
Expenses of visiting and inspecting lights and other aids to navigation, including rewards paid for information as to collisions; and the Light-House Board is authorized to establish an additional light-house district upon the northern lakes, should it be deemed for the interests of the public service to do so	Appropriated..	22	607	1	.....	4,000 00	4,000 00
Lighting and Buoyage of Rivers—							
Maintenance of post-lights and buoys on the Mississippi, Ohio, Missouri, Illinois, and Red rivers; the Willamette and Columbia rivers, Oregon, and the St. John's river, Florida; the Light-House Board being hereby authorized to lease the necessary ground for all such lights and beacons as are used to point out changeable channels, and which, in consequence, cannot be made permanent; and the said board is authorized to establish an additional light-house district upon the Mississippi river and its tributaries, should it be deemed for the interest of the public service to do so	Appropriated..	22	607	1	.....	250,000 00	175,000 00
Surveys of Light-House Sites—							
Examination and survey of sites for proposed light-houses, and preparing plans for proposed structures, it being hereby provided that any part of this or any other of the appropriations for the Light-House Establishment heretofore mentioned which may remain unexpended at the end of the fiscal year may be expended for the construction of houses for the safe-keeping of mineral oil at light-stations	Appropriated..	22	607	1	.....	10,000 00	10,000 00
Total Light-House Establishment	.....	.....	.....	.....	.....	2,179,000 00	2,084,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
UNITED STATES COAST AND GEODETIC SURVEY.							
For every expenditure requisite for and incident to the survey of the Atlantic, Gulf, and Pacific coasts of the United States, including the survey of rivers to the head of tide-water or ship-navigation; deep-sea soundings, temperature and current observations along the coasts and throughout the Gulf stream and Japan stream flowing off the said coasts; tidal observations; the necessary resurveys; the preparation of the Coast Pilot; a magnetic map of North America, and the compilation of data for a general map of the United States; and including compensation not otherwise appropriated for of persons employed on the field-work, in conformity with the regulations for the government of the Coast and Geodetic Survey adopted by the Secretary of the Treasury; and including allowance for subsistence to officers of the Navy attached to Survey, not exceeding $1 per day, as allowed by act of Congress approved June 12, 1858; and also including the repairs, outfit, and equipment of vessels used in the Survey, to be expended under the following heads:							
Party Expenses, Coast and Geodetic Survey—							
For continuing the survey of the unsurveyed portions of the coast of Maine eastward from Chandler's river towards Quoddy Head; for examination of reported dangers and changes on the eastern coast and Vineyard sound; for continuing resurvey of Long Island sound; for completing resurvey of Delaware bay, including current observations; for continuing examination of changes and resurveys on the sea-coast of New Jersey; for survey of estuaries of Chesapeake bay, including Chincoteague bay, Maryland, and of sounds and tide-water passages in North and South Carolina not heretofore surveyed; for continuing the survey of the sounds on the eastern coast of Florida, including the St. John's river; for continuing the survey of the western coast of Florida from San Carlos entrance southward, and from Bayport southward, and hydrography of same; for examining the changes in Mobile bay, and surveying around the Chandeleur Islands and the waters on the east coast of Louisiana; for continuing the survey of the coast of Louisiana from Bayou La Fourche westward, and between Vermillion bay and Mermenteau pass, including hydrography on the coasts of Texas and Louisiana west of the Mississippi river; for making the requisite verification of the work and for re-examinations of entrances on the coast of Texas; to make off-shore soundings along the Atlantic coast, and current and temperature observations in the Gulf stream; for continuing the researches in physical hydrography relating to harbors and bars; for determinations of geographical positions, (longitude party;) to continue the primary triangulation from Atlanta towards Mobile; for continuing an exact line of levels from the Gulf to the transcontinental line of levels between the Atlantic and Pacific oceans; to continue tide observations on the Atlantic and Gulf coasts and researches relating thereto; to continue magnetic observations on the Atlantic and Gulf coasts; to continue gravity experiments; to continue the compilation of the Coast Pilot, and to make special hydrographic examinations for the same; for compilation of data for a general map of the United States. For continuing the survey of the coast of California, namely, for topography from San Luis Capistrano towards San Diego, from Point Piedras Blancas to Cape San Martin, and supplementary surveys near San Francisco; for primary triangulation from San Luis Obispo northward, from Santa Clara southward, and from Trinidad northward, including a line of precise levels from Sancelito to the transcontinental line of levels; for hydrography off the same coast. For continuing the survey of the coast of Oregon, namely, survey from Umpquah river southward, and including such river mouths as may be specially called for, and off-shore hydrography, and the survey of Columbia river and Willamette river to the head of ship navigation. For							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Party Expenses, Coast and Geodetic Survey—Continued. continuing the survey of the coast of Washington Territory, namely, continuing the triangulation, topography, and hydrography of Fuca strait, of the estuaries of Puget sound and of Possession sound. For the transfer of the steamer "Patterson" to the waters of Alaska, the preparation for and making hydrographic surveys in the same; for miscellaneous work and contingencies of all kinds, including travelling expenses of officers and men of the Navy on duty, not specified in the above, and for any special surveys that may be required by the Light-House Board or other proper authority; for continuing tide observations on the Pacific coast; for magnetic observations on the Pacific coast; for travelling expenses of the superintendent and his party on duty of inspection; and for objects not hereinbefore named that may be deemed urgent.....	..... Mar. 3, 1871 Mar. 3, 1883	R. S. 16 22	910 508 608,'9	4681, 4691 1 1	.....	$246,000 00	$165,000 00
Transcontinental Geodetic Work— Transcontinental geodetic work, including line of levelling between the Atlantic and Pacific oceans.....	Mar. 3, 1883	22	609	1	.....	36,000 00	30,000 00
Points for State Surveys— Furnishing points for State surveys.....	Mar. 3, 1883	22	609	1	.....	20,000 00	16,000 00
Salaries, Coast and Geodetic Survey— Pay of field-officers: Pay of the superintendent and of forty-six assistants, nine sub-assistants, and twelve aids, constituting the normal force of the Survey, in conformity with the Treasury regulations of March 18, 1881.....	Mar. 3, 1883	22	609,'10	1	$127,700 00		
Pay in office: Pay of mathematicians and computers employed in the reduction and discussion of field-work; of draughtsmen, engravers, copperplate printers, and electrotypers; of computers for the discussion and prediction of tides, of persons employed in collecting, verifying, and arranging the data for the Coast Pilots; of the hydrographic draughtsmen in office of the hydrographic inspector; of the disbursing agent and accountants; of the mechanicians in the instrument-shop, for the reconstruction and repairs of instruments, including carpentry; and of persons employed in the official correspondence; writing and copying the reports and records; preservation of the records of the Survey; distribution and sale of charts; the pay of watchmen, messengers, and packers.....	.....do.....	.....	.....	.....	128,500 00	256,200 00	253,450 00
General Expenses, Coast and Geodetic Survey— Rent of buildings for offices, work-rooms, and work-shops in Washington.....	Appropriated..	22	610,'11	1	10,500 00		
Rent of fire-proof building numbered two hundred and five, New Jersey avenue, including rooms for standard weights and measures; for the safe-keeping and preservation of the original astronomical, magnetic, hydrographic, and other records; of the original topographical and hydrographic maps and charts; of instruments, engraved plates, and other valuable property of the Coast and Geodetic Survey.....	.....do.....	.....	.....	.....	6,000 00		
Purchase of new instruments; for materials and supplies required in the instrument-shop for reconstruction and repairs; and for books, maps, and charts, including subscriptions; for materials for the drawing division and for chart mounting, including drawing-paper; for copperplates; chart-paper; printers' ink; copper, zinc, and other materials for electrotyping; engravers' and printers' supplies; materials for carpenter's shop; for extra engraving, including map of the United States, and the necessary copperplates therefor; and for photolithographing charts for immediate use; for stationery for the office and field-parties; transportation of instruments, supplies, &c.; office-wagon; fuel; gas; telegrams; ice; washing; extra labor; office-furniture and repairs; and for allowances to the assistants in charge of the office details, in accordance with the regulations of the Secretary of the Treasury; for miscellaneous expenses; contingencies of all kinds; and for travelling expenses of assistants and others employed in the office sent on special duty in the service of the office	.....do.....	.....	.....	.....	47,800 00	64,300 00	57,840 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Publishing Observations, Coast and Geodetic Survey—							
Continuing the publication of observations and their discussions, made in the progress of the Coast and Geodetic Survey, including compensation of civilians engaged in the work, the publication to be made at the Government Printing Office	Appropriated..	22	610	1	.....	$6,000 00	$6,000 00
Repairs and Maintenance of Vessels, Coast Survey—							
Repairs and maintenance of vessels used in the Coast and Geodetic Survey, including new boilers for the steamer "Hassler"	Appropriated..	22	611	1	.....	42,000 00	27,000 00
NOTE.—In explanation of the estimates for Coast and Geodetic Survey, see Appendix "Ee."							
Total United States Coast and Geodetic Survey	.....	.....	.....	.....	.....	670,500 00	555,290 00
MISCELLANEOUS OBJECTS.							
Stamps, Paper, and Dies—	.....	R. S.	52	321			
	.....	R. S.	621	3238			
	.....	R. S.	642	3312			
	.....	R. S.	642	3313			
	.....	R. S.	652	3341			
	.....	R. S.	659	3369			
	.....	R. S.	666	3395			
Stamps, paper, and dies	Mar. 3, 1875	18	351	1	.....	$475,000 00	$500,000 00
	Aug. 15, 1876	19	152	1			
	Mar. 3, 1877	19	303	1			
	June 19, 1878	20	187	1			
	Mar. 1, 1879	20	327	1–23			
	June 21, 1879	21	23	1			
	May 28, 1880	21	145–50	1–19			
	Mar. 3, 1881	21	395	1			
	Mar. 3, 1883	22	611	1			
Punishment for Violations of Internal-Revenue Laws—	.....	R. S.	686	3463			
	Mar. 3, 1875	18	352	1			
	Aug. 15, 1876	19	152	1			
	Mar. 3, 1877	19	303	1			
	June 19, 1878	20	187	1			
Detecting and bringing to trial and punishment persons guilty of violating the internal-revenue laws, or conniving at the same, including payments for information and detection of such violations	Mar. 1, 1879	20	327	1	.....	75,000 00	65,000 00
	June 21, 1879	21	23	1			
	June 15, 1880	21	220	1			
	Mar. 3, 1881	21	395	1			
	Aug. 7, 1882	22	312	1			
	Mar. 3, 1883	22	611	1			
Contingent Expenses, Independent Treasury—							
Contingent expenses under the act of the sixth of August, eighteen hundred and forty-six, for the collection, safe-keeping, transfer, and disbursement of the public money; and for transportation of notes, bonds, and other securities of the United States	.....	R. S.	719	3653	.....	75,000 00	75,000 00
	Mar. 3, 1883	22	611	1			
Freight on Bullion and Coin, Mints and Assay Offices—							
Freight on bullion and coin between mints and assay offices	Appropriated..	22	611	1	.....	20,000 00	30,000 00
Expenses of National Currency—							
Paper, engraving, printing, express-charges, and other expenses	.....	R. S.	1000	5172,'3	.....	175,000 00	*20,000 00
	Appropriated..	22	611	1			
NOTE.—In explanation of this estimate, see Appendix "Ff."							
Distinctive Paper for United States Securities—							
Paper, including mill expenses, transportation, examination, counting, and delivery	Appropriated..	22	611	1	.....	47,644 56	35,000 00
Redemption of Worn and Mutilated United States Notes—							
Preparation and issue of new United States notes in place of worn and mutilated United States notes, and transportation of each to and from the Treasury, under such regulations as the Secretary of the Treasury may prescribe	Appropriated..	22	312	1	.....	50,000 00	
	Submitted.....	.....	.....	.....			
Transportation of Silver Coin—							
That the Secretary of the Treasury be, and he is hereby, authorized and directed to transport free of charge silver coin when requested to do so: *Provided*, That an equal amount in coin or currency shall have been deposited in the Treasury by the applicant or applicants; which shall be available from and after the passage of this act	Appropriated..	22	611	1	.....	30,000 00	10,000 00

*Exclusive of $105,000 authorized under head of appropriation "Labor and expenses of engraving and printing, 1884."

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Recoinage of Gold and Silver Coins—							
Recoinage of gold and silver coins in the Treasury, to be expended under the direction of the Secretary of the Treasury	.... Appropriated.. Submitted.....	R. S. R. S. 22	696 703 312	3512 3566 1	.....	$20,000 00	
Propagation of Food-Fishes—							
For the introduction into, and increase in, the waters of the United States of useful food-fishes, including oysters and other shell-fish, lobsters, &c., and for continuing the inquiry into the causes of the decrease of the food-fishes, including salaries and compensation for all necessary employés	..... Appropriated..	R. S. 22	851 627	4396–8 1	.....	125,000 00	$125,000 00
Rental of Offices, United States Fish Commission—							
Rental of rooms for offices of the United States Fish Commission, in the city of Washington, D. C.	Appropriated..	22	628	1	.....	1,500 00	1,500 00
Maintenance of Fish-Ponds—							
Maintenance of the United States fish-ponds in the city of Washington and elsewhere, and for the distribution of carp and other young fish, including salaries and compensation of all necessary employés	Appropriated..	22	628	1	.....	45,000 00	35,500 00
Maintenance of Vessels—							
For the service connected with the vessels of the United States Fish Commission, including salaries or compensation of all necessary employés; for storage and wharfage, and for the boats, apparatus, and machinery required for use therewith	Appropriated..	22	628	1	.....	45,000 00	45,000 00
Fish-Commission Buildings, Wood's Holl, Massachusetts—							
For the completion of the necessary constructions at Wood's Holl harbor, Massachusetts, and their equipment, for the propagation of, and investigation in regard to, useful sea-fishes and other marine animals, to be immediately available	Appropriated..	22	628	1	.....	25,000 00	25,000 00
Inquiry respecting Food-Fishes—							
Collecting statistics of the sea-coast and lake fisheries of the United States, especially those covered by the Washington treaty of 1871, including salaries and compensation of all necessary employés	Appropriated..	22	628	1	.....	3,500 00	3,500 00
Sailing-Vessel, Food-Fishes—							
Construction of a suitable sailing-vessel for the purpose of taking and bringing alive to the sea-coast hatcheries of cod, halibut, mackerel and Spanish mackerel, red snappers, pompanos, &c., for the purposes of artificial propagation	Submitted.....	.....	.....	.....	.....	10,000 00	
Illustrations for Report on Food-Fishes—							
Preparation of illustrations for the report of the United States Commissioner of Fish and Fisheries	Appropriated..	22	628	1	.....	1,000 00	1,000 00
Pay of Assistant Custodians and Janitors—							
Pay of assistant custodians and janitors, including all personal services, in connection with all public buildings under control of the Treasury Department outside of the District of Columbia, as per detailed statement in Appendix "Gg"	Appropriated..	22	612	1	.....	393,669 50	300,000 00
Heating Apparatus for Public Buildings—							
Heating, hoisting, and ventilating apparatus, and repairs to same, for public buildings under control of Treasury Department	Appropriated..	22	612	1	.....	175,000 00	125,000 00
Vaults, Safes, and Locks for Public Buildings—							
Vaults, safes, and locks, and repairs to same, for public buildings under control of Treasury Department	Appropriated..	22	612	1	.....	75,000 00	60,000 00
Plans for Public Buildings—							
Books, photographic materials, and duplicating plans required for public buildings under control of Treasury Department	Appropriated..	22	612	1	.....	2,500 00	2,500 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Fuel, Light, and Water for Public Buildings—							
Fuel, light, water, and miscellaneous items required by the janitors and firemen in the proper care of the buildings, furniture, and heating apparatus, exclusive of personal services, for all public buildings under the control of the Treasury Department, as per detailed statement in Appendix "H*h*"	Appropriated..	22	612	1	$465,330 44		
Fuel, light, water, and miscellaneous items for eight new buildings, viz: Post-office and sub-treasury extension, Boston, Mass.; custom-house extension, Buffalo, N. Y.; Cincinnati, Ohio; Frankfort, Ky.; Jackson, Miss.; Kansas City, Mo.; Memphis, Tenn., and Montgomery, Ala.	.....do.....	.....	.....	.....	100,000 00		
						$565,330 44	$400,000 00
Fuel, Lights, and Water for Public Buildings, (Marine Hospitals)—							
Fuel, lights, and water for eighteen United States marine hospitals	Submitted	.....	.....	.....	.....	30,000 00	
Furniture and Repairs of Furniture for Public Buildings—							
Furniture and repairs of furniture, including carpets, for all public buildings under the control of the Treasury Department	Appropriated..	22	612	1	100,000 00		
Furniture, carpets, chandeliers, and gas-fixtures for eight new buildings, viz: Post-office and sub-treasury extension, Boston, Mass.; custom-house extension, Buffalo, N. Y.; Cincinnati, Ohio; Frankfort, Ky.; Jackson, Miss.; Kansas City, Mo.; Montgomery, Ala.; Memphis, Tenn	.....do.....	.....	.....	.....	425,000 00		
						525,000 00	300,000 00
Furniture and Repairs of Furniture for Marine Hospitals—							
Furnishing hospitals complete:							
At Cincinnati	Submitted	.....	.....	.....	5,000 00		
At Baltimore	.....do.....	.....	.....	.....	5,000 00		
At Memphis	.....do.....	.....	.....	.....	5,000 00		
At New Orleans	.....do.....	.....	.....	.....	5,000 00		
At Cairo	.....do.....	.....	.....	.....	5,000 00		
						25,000 00	
Suppressing Counterfeiting and other Crimes—							
For suppressing counterfeiting and similar felonies: For the expenses of detecting and bringing to trial and punishment persons engaged in counterfeiting Treasury notes, bonds, national-bank notes, and other securities of the United States, as well as the coins of the United States, and other felonies committed against the laws of the United States relating to the pay and bounty laws, and for no other purpose whatever	July 11, 1862 Mar. 3, 1863 Appropriated..	12 12 22	533 713 612	5 8 1	.....	67,000 00	67,000 00
Compensation in lieu of Moieties—							
Compensation in lieu of moieties in certain cases under the customs-revenue laws	June 22, 1874 Appropriated..	18 22	186 612	3 1	.....	50,000 00	30,000 00
Salaries and Travelling Expenses of Agents at Seal-Fisheries in Alaska—							
One agent	Mar. 3, 1875 Appropriated..	18 22	375 612	1 1	3,650 00		
One assistant agent	Same acts.....	.....	.....	.....	2,920 00		
Two assistant agents, at $2,190 each	.....do.....	.....	.....	.....	4,380 00		
Necessary travelling expenses of agents in going to and returning from Alaska, at $600 each per annum	.....do.....	.....	.....	.....	2,400 00		
						13,350 00	13,350 00
Protection of Sea-Otter Hunting-Grounds and Seal-Fisheries in Alaska—							
To enable the Secretary of the Treasury to use revenue-steamers for the protection of the interests of the Government on the seal islands, the sea-otter hunting-grounds, and the enforcement of the provisions of law in Alaska	Appropriated..	22	612	1	.....	25,000 00	25,000 00
National Board of Health—							
Pay and expenses of the members					10,000 00		
Pay of disbursing agent, clerks, messengers, and laborers.	Mar. 3, 1879	20	484	1–4	4,700 00		
To enable the board to perform the duties required of it by the second section of the act approved March 3, 1879	June 2, 1879 July 1, 1879 Aug. 7, 1882	21 21 22	5 46 315	1–10 1–7 1	20,000 00		
Rent, light, fuel, stationery, telegrams, and postage	Mar. 3, 1883	22	613	1	2,500 00		
Incidental expenses					500 00		
						37,700 00	10,000 00

NOTE.—The foregoing estimates are submitted at the request of the National Board of Health.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Lands and other Property of the United States—							
Custody, care, and protection of lands and other property belonging to the United States	Appropriated	22	612	1		$2,000 00	$1,000 00
Library, Treasury Department—							
Purchase of law-books and suitable books of reference for the use of the officers of the Treasury Department, $500; and for the library of the Treasury Department, $500	Appropriated	22	612	1		1,000 00	500 00
Inspection of Neat-Cattle Shipped to Foreign Ports—							
To enable the Secretary of the Treasury to co-operate with State and municipal authorities, and corporations and persons engaged in the transportation of neat-cattle by land or water, in establishing regulations for the safe conveyance of such cattle from the interior to the seaboard, and the shipment thereof, so that such cattle may not be exposed to the disease known as pleuro-pneumonia, or lung plague, and to prevent the spread of said disease, and to establish quarantine stations and provide proper shelter for neat-cattle imported, at such ports as he may deem necessary	Appropriated	22	613	1		50,000 00	50,000 00
Storehouse, Revenue-Marine Service, Wood's Holl, Mass.—							
For the erection of a building to be used as a warehouse and coal store-house, for Revenue-Marine Service, at Wood's Holl, Mass.	Submitted					10,000 00	
Refund to Evicted Purchasers of Real Estate under Direct-Tax Laws—							
Amount necessary to pay direct-tax purchasers the amount paid by said purchasers for real estate sold under the direct-tax laws, and from which they have been evicted by judgment of a United States court	Submitted					1,987 00	
United States Quarantine Buildings, Marine-Hospital Service—							
Gulf quarantine:							
Condemnation of site and erection of hospital	Mar. 3, 1883 Submitted	22	613	1	$50,000 00		
Warehouse and wharf	do				15,000 00		
South Atlantic quarantine:							
Sapelo station, (Blackbeard Island,) erection of buildings	do				25,000 00		
Cape Charles quarantine:							
Purchase of site, buildings, and wharf	do				50,000 00		
						140,000 00	
NOTE.—For an explanation of the necessity for these appropriations, see report of the Supervising Surgeon-General of Marine-Hospital Service for the fiscal year 1883, pages 51, 52, and 59 to 63.							
Total Miscellaneous Objects						3,413,181 50	2,355,850 00
Total Miscellaneous under Treasury Department						8,666,756 50	7,204,340 00
DISTRICT OF COLUMBIA.							
GENERAL EXPENSES.							
Salaries and Contingent Expenses—							
Executive office:							
Two Commissioners, at $5,000 each	June 11, 1878 Mar. 3, 1883	20 22	104 462,'3	3 1	10,000 00		
One Engineer Commissioner, (to make salary $5,000)	Same acts				924 00		
One secretary	do				2,160 00		
One clerk	do				1,500 00		
One clerk	do				1,400 00		
One clerk	do				1,200 00		
One messenger	do				600 00		
One messenger	do				480 00		
One driver	do				480 00		
Contingent expenses, including printing, books, stationery, forage, repairs to carriage, saddlery, and miscellaneous items	do				2,600 00		
Assessor's office:						$21,344 00	$21,101 50
One assessor	do				3,000 00		
Two assistant assessors, at $1,600 each	do				3,200 00		
One license-clerk	do				1,200 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries and Contingent Expenses—Continued.							
One inspector of licenses	June 11, 1878 Mar. 3, 1883	20 22	104 462,'3	3 1	$1,200 00		
One assistant inspector of licenses	Same acts				900 00		
One messenger	do				600 00		
Temporary clerk-hire	do				2,400 00		
Contingent expenses, including printing, books, stationery, detection of frauds on the revenue, and miscellaneous items	do				1,000 00		
Collector's office:						$13,500 00	$12,600 00
One collector	do				4,000 00		
One cashier	do				1,800 00		
One book-keeper	do				1,600 00		
Four clerks, at $1,400 each	do				5,600 00		
One clerk	do				1,200 00		
One messenger	do				600 00		
Contingent expenses, including temporary clerks, printing, books, stationery, and miscellaneous items	do				2,500 00		
Auditor's office:						17,300 00	17,300 00
One auditor	do				3,000 00		
One chief clerk	do				1,800 00		
One book-keeper	do				1,800 00		
One clerk	do				1,600 00		
Two clerks, at $1,400 each	do				2,800 00		
Three clerks, at 1,200 each	do				3,600 00		
One clerk	do				1,000 00		
One messenger	do				600 00		
Contingent expenses, including books, stationery, and miscellaneous items	do				300 00		
Attorney's office:						16,500 00	12,700 00
One attorney	do				4,000 00		
One assistant attorney	do				2,000 00		
One special assistant attorney	do				1,000 00		
One clerk	do				1,000 00		
One messenger	do				192 00		
Rent of office	do				100 00		
Contingent expenses, including books, stationery, printing, and miscellaneous items	do				500 00		
Sinking-fund office:						8,792 00	8,812 00
Two clerks, at $1,200 each	do				2,400 00		
Contingent expenses, including books, stationery, printing, and miscellaneous items	do				300 00		
						2,700 00	2,700 00

NOTE—An increase of salary for the clerks employed in the sinking-fund office is strongly urged by the Treasurer of the United States, as commissioner of the sinking-fund. See Appendix "I*i*."

Coroner's office:							
One coroner	do				1,800 00		
Contingent expenses, including jurors' fees, stationery, books, blanks, removal of deceased persons, making autopsies, and holding inquests	do				700 00		
						2,500 00	2,500 00
Engineer's office:							
One chief clerk	do				1,900 00		
Three clerks, at $1,600 each	do				4,800 00		
One clerk	do				1,400 00		
Three clerks, at $1,200 each	do				3,600 00		
Four clerks, at $900 each	do				3,600 00		
One computing-engineer	do				2,400 00		
One inspector of buildings	do				2,400 00		
One assistant inspector of buildings	do				1,000 00		
One inspector of asphalt and cement	do				2,400 00		
One inspector of gas and meters	do				2,000 00		
One superintendent of streets	do				2,000 00		
One superintendent of roads	do				1,400 00		
One inspector of plumbing	do				1,800 00		
One superintendent of lamps	do				900 00		
One superintendent of parking	do				1,200 00		
One assistant superintendent of parking	do				700 00		
One assistant engineer	do				1,600 00		
Two assistant engineers, at $1,500 each	do				3,000 00		
One draughtsman	do				1,200 00		
Three rodmen, at $780 each	do				2,340 00		
Three axmen, at $650 each	do				1,950 00		
Three inspectors of streets and sewers, at $1,200 each	do				3,600 00		
Two market-masters, at $1,200 each	do				2,400 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries and Contingent Expenses—Continued.							
One market-master	June 11, 1878 Mar. 3, 1883	20 22	104 462,'3	3 1	$900 00		
One harbor-master	Same acts				1,200 00		
One janitor	do				700 00		
Five messengers, at $480 each	do				2,400 00		
Three watchmen, at $480 each	do				1,440 00		
Two laborers, at $360 each	do				720 00		
Contingent expenses, including rent of property-yards, books, stationery, binding, and preservation of records in engineer's and surveyor's offices, printing, transportation, (vehicles, animals, saddlery, forage, and repairs,) and miscellaneous items not otherwise provided for	do				5,500 00		
						$62,450 00	$61,550 00
Miscellaneous expenses, District offices:							
For fuel, ice, gas, repairs, insurance, and general miscellaneous expenses of District offices and markets	do					5,000 00	5,000 00
NOTE.—The foregoing estimates for salaries and contingent expenses differ from the estimates of the Commissioners as follows: The item to make the Engineer Commissioner's salary equal to $5,000 is reduced $237.50. This reduction is based on the supposition that the present Engineer Commissioner will be retained. His Army pay and allowances for the fiscal year will, as this Department is informed, amount to $4,076, leaving only $924 necessary to make his salary $5,000. The estimate in the engineer's office for salary of the surveyor, $3,000, and the provision requiring all fees collected by him to be paid into the Treasury to the credit of the District of Columbia, are omitted. The law prescribes the fees to be received by the surveyor for the performance of his duties, and by the act of Congress approved June 20, 1874, (18 Stats., p. 117, sec. 3,) it was provided that no salary or compensation shall be paid him or any of his subordinates except such fees for special services as are allowed by law. In the absence of any explanation showing why a change is proposed, this Department cannot recommend the approval of this estimate and provision. If the fees be paid in as proposed, it will take an equal amount out of the Treasury of the United States. One market-master, to be employed at the Centre market, at $1,200, is also omitted. This market is owned and operated by the Washington Market Company, incorporated by act of Congress approved May 20, 1870, (16 Stats., pp. 124–133,) and if a market-master is necessary, it would seem that the company should pay for his services. In some cases the force and salaries are increased by the Commissioners, but no explanation is furnished as to the necessity, if any, for the increase; and in some of the offices the force requested seems more than adequate to perform the duties required by law. In the absence of specific information as to why the increase is requested, and the necessity for so large a force, this Department submits the matter without change for such action as may be deemed proper by Congress.							
Improvements and Repairs—							
Repairs to concrete pavements	June 11, 1878 Mar. 3, 1883	20 22	104 464	3 1	50,000 00		
Materials for permit-work	Same acts				50,000 00		
Continuation of surveys of the District of Columbia with reference to the extension of various avenues to the District line	do				5,000 00		
Boundary intercepting and lateral sewers	do				100,000 00		
Work on sundry avenues and streets, and replacement of pavements named in Appendix "Jj"	do				245,417 50		
						450,417 50	530,000 00
NOTE.—The estimated cost of work on the avenues and streets named in the schedule submitted by the Commissioners is largely in excess of the item for that purpose. It is recommended that Congress, in making the appropriation, state the order in which the work shall be done. (See Appendix "Jj.")							
Constructing, Repairing, and Maintaining Bridges—							
Ordinary care of Benning's, Anacostia, and Chain bridges	June 11, 1878 Mar. 3, 1883	20 22	104 464	3 1	2,000 00		
Repairing and maintaining bridges under the control of the Commissioners of the District of Columbia	Same acts				500 00		
						2,500 00	3,500 00
Washington Aqueduct—							
Engineering, maintenance, and general repairs	June 11, 1878 Mar. 3, 1883	20 22	104 464	3 1		22,000 00	20,000 00
Maintaining Institutions of Charity, Reformatories, and Prisons—							
Washington Asylum:							
One commissioner and intendant	June 11, 1878 Mar. 3, 1883	20 22	104 464,'5	3 1	1,200 00		
One matron	Same acts				600 00		
One visiting physician	do				1,080 00		
One resident physician	do				480 00		
One engineer	do				600 00		
One assistant engineer	do				300 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Maintaining Institutions of Charity, Reformatories, and Prisons—Continued.							
Washington Asylum—*Continued.*							
One overseer	June 11, 1878 / Mar. 3, 1883	20 / 22	104 / 464,'5	3 / 1	$800 00		
One clerk	Same acts				600 00		
One baker	do				420 00		
Five overseers, at $600 each	do				3,000 00		
Five watchmen, at $365 each	do				1,825 00		
One ambulance-driver	do				120 00		
One blacksmith	do				240 00		
One hostler	do				120 00		
Two cooks, at $120 each	do				240 00		
One cook	do				60 00		
Five nurses, at $60 each	do				300 00		
Contingent expenses, including improvements, provisions, fuel, forage, lumber, shoes, clothing, hardware, dry-goods, medicines, and miscellaneous items	do				35,000 00		
Repairs to almshouse, including new blinds, painting, and putting in gas pipe and fixtures, and moving and refitting stable	Submitted				2,500 00		
Dump-cars, iron rails, ties, switches, joints and spikes, to construct 2,500 feet of movable track for the purpose of grading streets and avenues in the eastern portion of the city, and for filling in marshes adjoining the asylum grounds	do				3,250 00		
						$52,735 00	$46,320 00
Reform School:							
One superintendent	June 11, 1878 / Mar. 3, 1883	20 / 22	104 / 464,'5	3 / 1	1,500 00		
One assistant superintendent	Same acts				900 00		
Four teachers	do				3,000 00		
One matron of school	do				600 00		
Two matrons of family	do				360 00		
One farmer	do				480 00		
One superintendent of chair-shop	do				540 00		
One shoemaker	do				300 00		
One baker	do				300 00		
One engineer	do				336 00		
One tailor	do				240 00		
One seamstress	do				144 00		
Two dining-room servants, at $144 each	do				288 00		
One chambermaid	do				144 00		
One laundress	do				144 00		
One florist	do				240 00		
One cook	do				300 00		
Watchmen, not exceeding five in number	do				1,080 00		
Subsistence:							
Groceries	do				5,000 00		
Flour	do				3,000 00		
Meats	do				2,500 00		
Dry-goods	do				2,200 00		
Leather	do				600 00		
Gas	do				600 00		
Coal	do				2,000 00		
Hardware and table and wooden ware	do				554 00		
Furniture	do				600 00		
Farm implements and seed	do				450 00		
Harness, and repairs to same	do				150 00		
Fertilizers	do				600 00		
Stationery and books	do				250 00		
Plumbing, painting, and glazing	do				500 00		
Medicine and medical attention	do				600 00		
Miscellaneous expenditures	do				1,300 00		
Purchase of stock	do				500 00		
Fencing	do				500 00		
						32,800 00	32,950 00
Georgetown Almshouse:							
Support of inmates	do					1,800 00	1,800 00
Government Hospital for the Insane:							
Support of the indigent insane of the District of Columbia	do					112,500 00	46,700 00
NOTE.—This recommendation is based on the estimate of W. W. Godding, M. D., superintendent of the hospital, for the total cost of supporting the indigent insane of the District of Columbia, and is $65,800 in excess of the Commissioners' estimate. (See letter of Dr. Godding in Appendix "K *k*.")							
Transportation of paupers and prisoners:							
Transportation of paupers, and conveying prisoners to the workhouse	do					3,000 00	3,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Maintaining Institutions of Charity, Reformatories, and Prisons—Continued.							
Relief of the poor:							
Relief of the poor	June 11, 1878 Mar. 3, 1883	20 22	104 464,'5	3 1	.....	$15,000 00	$15,000 00
Columbia Hospital for Women and Lying-in Asylum:							
Support and maintenance	Same acts	.....	.....	.....	.....	15,000 00	15,000 00
Industrial Home School:							
Maintenance of inmates, and salaries of superintendent and employés	.....do.....	.....	.....	.....	$10,000 00		
Maintenance and promotion of industries, and additional water supply; bath-room, fencing, and other improvements	.....do.....	.....	.....	.....	5,000 00		
						15,000 00	10,000 00
Streets—							
Sweeping, cleaning, and sprinkling streets and avenues	June 11, 1878 Mar. 3, 1883	20 22	104 466	3 1	40,000 00		
Cleaning alleys	Same acts.....	.....	.....	.....	10,000 00		
Current work of repairs of streets, avenues, and alleys	.....do.....	.....	.....	.....	25,000 00		
Current repairs to county roads and suburban streets	.....do.....	.....	.....	.....	35,000 00		
Cleaning and repairing lateral sewers and basins	.....do.....	.....	.....	.....	25,000 00		
Cleaning tidal sewers	.....do.....	.....	.....	.....	3,000 00		
Repairs to pumps	.....do.....	.....	.....	.....	2,000 00		
						140,000 00	118,500 00
Parking commission:							
Contingent expenses, including laborers, cart-hire, trees, tree-boxes, tree-stakes, tree-straps, planting and care of trees, whitewashing, care of parks, and miscellaneous items	.....do.....	.....	.....	.....	.....	18,000 00	18,000 00
Street-lamps:							
Illuminating material and lighting, extinguishing, repairing, and cleaning lamps on avenues, streets, and alleys, and for purchasing and erecting new lamp-posts to replace such as are old, damaged, and unfit for use	.....do.....	.....	.....	.....	.....	109,000 00	95,380 00
Provided, That no more than $22 per annum for each street-lamp shall be paid for gas, lighting, extinguishing, repairing, and cleaning, under any expenditure provided for in this act; and in case a contract cannot be made at that rate, the Commissioners of the District of Columbia are authorized to substitute other illuminating material for the same or less price, and to use so much of the sum hereby appropriated as may be necessary for that purpose.							
NOTE.—The estimate for street-lamps is changed so as to require the gas companies to pay for lamp-posts in new localities.							
Metropolitan Police—							
One major and superintendent	June 11, 1878 Mar. 3, 1883	20 22	104 466	3 1	2,600 00		
One captain	Same acts.....	.....	.....	.....	1,800 00		
One lieutenant, night inspector	.....do.....	.....	.....	.....	1,500 00		
One property-clerk	.....do.....	.....	.....	.....	1,800 00		
One clerk	.....do.....	.....	.....	.....	1,500 00		
One clerk	.....do.....	.....	.....	.....	900 00		
Four surgeons for the police and fire departments, at $450 each	.....do.....	.....	.....	.....	1,800 00		
Additional compensation to privates detailed from time to time for special service in the detection and prevention of crime, or as much thereof as may be necessary	.....do.....	.....	.....	.....	1,440 00		
Nine lieutenants, at $1,320 each	.....do.....	.....	.....	.....	11,880 00		
Twenty sergeants, at $1,140 each	.....do.....	.....	.....	.....	22,800 00		
Eighty privates, class one, at $900 each	.....do.....	.....	.....	.....	72,000 00		
One hundred and forty-two privates, class two, at $1,080 each	.....do.....	.....	.....	.....	153,360 00		
Seventeen station-keepers, at $720 each	.....do.....	.....	.....	.....	12,240 00		
Eight laborers, at $420 each	.....do.....	.....	.....	.....	3,360 00		
One messenger	.....do.....	.....	.....	.....	700 00		
One messenger	.....do.....	.....	.....	.....	500 00		
One major and superintendent, mounted	.....do.....	.....	.....	.....	240 00		
One captain, mounted	.....do.....	.....	.....	.....	240 00		
Twenty lieutenants, sergeants, and privates, mounted, at $240 each	.....do.....	.....	.....	.....	4,800 00		
One driver	.....do.....	.....	.....	.....	420 00		
One ambulance-driver	.....do.....	.....	.....	.....	600 00		
One assistant driver	.....do.....	.....	.....	.....	300 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Metropolitan Police—Continued.							
Rent of sixth and seventh precinct station-houses, sub-station at Uniontown, and police headquarters	June 11, 1878 Mar. 3, 1883	20 22	104 466	3 1	$3,020 00		
Fuel	Same acts				2,000 00		
Repairs to station-houses	do				1,200 00		
Miscellaneous and contingent expenses, including stationery, books, telegraphing, photographs, printing and binding, gas, ice, washing, meals for prisoners; furniture, and repairs to same; police equipments, and repairs to same; beds and bed-clothing; insignia of office; horses, harness and forage; repairs of van and ambulance; expenses incurred in prevention and detection of crime, and miscellaneous items	do				10,000 00		
Erection of stable in first precinct	Submitted				3,000 00		
Purchase of site and erection of new station in sixth precinct	do				15,000 00		
						$331,000 00	$301,560 00
Fire Department—							
One chief engineer	June 11, 1878 Mar. 3, 1883	20 22	104 467	3 1	1,800 00		
One assistant engineer	Same acts				1,400 00		
One clerk	do				900 00		
Eight foremen, at $1,000 each	do				8,000 00		
Six engineers, at $1,000 each	do				6,000 00		
Six firemen, at $800 each	do				4,800 00		
Two tillermen, at $800 each	do				1,600 00		
Eight hostlers, at $800 each	do				6,400 00		
Fifty-four privates, at $720 each	do				38,880 00		
Three watchmen, at $720 each	do				2,160 00		
One veterinary surgeon	do				300 00		
Repairs to engine-houses	do				1,200 00		
Fuel	do				2,000 00		
Purchase of horses	do				2,500 00		
Forage	do				6,000 00		
Hose	do				2,000 00		
Repairs to apparatus	do				4,000 00		
Exchanging three Amoskeag engines	do				9,000 00		
Contingent expenses, including office-rent, horseshoeing, furniture, washing, oil, medical and stable supplies, harness, blacksmithing, labor, gas, and miscellaneous items	do				7,500 00		
Purchase of site and erection of new engine-house	Submitted				10,000 00		
						116,440 00	101,060 00
Telegraph and Telephone Service—							
One general superintendent	June 11, 1878 Mar. 3, 1883	20 22	104 467	3 1	1,600 00		
One electrician	Same acts				1,200 .00		
Two telegraph-operators, at $1,000 each	do				2,000 00		
Three telephone-operators, at $600 each	do				1,800 00		
Two repair-men, at $720 each	do				1,440 00		
One laborer	do				400 00		
General supplies, repairs, and battery, including battery supplies; telephone rental, poles, wire, and extension of lines; insulators, brackets, and pins; gas and fuel; record-books and stationery; office-rent, and wagon, harness, blacksmithing, and forage; washing; extra labor; and the purchase of new fire-alarm boxes and new implements and tools	do				12,000 00		
						20,440 00	12,440 00
Courts—							
One judge of police-court	June 11, 1878 Mar. 3, 1883	20 22	104 467	3 1	3,000 00		
One clerk	Same acts				2,000 00		
One deputy clerk	do				1,000 00		
Two bailiffs, at $3 per day each	do				1,878 00		
One messenger	do				900 00		
One doorkeeper	do				540 00		
United States marshal's fees	do				1,400 00		
Contingent expenses, including compensation of a justice of the peace acting as judge of the police-court during the absence of said judge; books, stationery, fuel, ice, gas, witness-fees, and micellaneous items	do				3,000 00		
Judicial expenses	do				2,500 00		
						16,218 00	15,418 00
Public Schools—							
One superintendent	June 11, 1878 Mar. 3, 1883	20 22	104 468	3 1	2,700 00		
One superintendent	Same acts				2,250 00		
One clerk to committee on accounts	do				300 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Public Schools—Continued.							
One clerk to superintendent	June 11, 1878 Mar. 3, 1883	20 22	104 468	3 1	$1,200 00		
One clerk	Same acts				800 00		
Five hundred and fifty-five teachers	do				371,850 00		
Janitors, and care of the several school-buildings	do				27,780 00		
Rent of school-buildings	do				6,460 00		
Fuel	do				20,000 00		
Repairs and improvements to school-buildings and grounds	do				25,000 00		
Contingent expenses, including furniture, books, stationery, printing, insurance, and miscellaneous items	do				20,000 00		
						$478,340 00	$453,675 00
Buildings for schools:							
Purchase of sites, when necessary, and the erection and completion of new buildings, and for furniture for new school-buildings	Submitted					66,000 00	90,000 00
NOTE.—The estimate of the Commissioners for expenses of public schools is not such "an itemized statement and estimate" as seems to be required by the act of June 11, 1878, (20 Stats., 104.) The prices to be paid teachers and janitors are not stated, nor does the estimate for new buildings give any information as to how many buildings it is proposed to erect, what is to be the cost of each, or where they are to be located. The law requires that the money appropriated each year for school purposes shall be divided between the white and colored schools in the proportion that the number of white children in the District between the ages of six and seventeen years bears to the number of colored children between those ages, (sections 281 and 306, Revised Statutes, D. C.) This Department has asked, in connection with the settlement of the Commissioners' accounts, for statements showing the amount to which each class of schools was entitled, and the expenditures on behalf of each; but so far no statements as requested have been furnished. It is suggested that so long as the present law remains in force it would be better if the estimates and appropriations should show the amounts to be expended on account of each class of schools. Most of the older three-story school-buildings have wooden stairways and landings, and in case of fire during school-hours the lives of the inmates would be in great peril thereby. It is deemed by this Department of the first importance that iron be substituted for wood in these stairways and landings, and it is recommended that provision be made therefor by taking the amount necessary to effect the change from the estimate for new buildings, if it cannot be spared from any other fund.							
Miscellaneous Expenses—							
Repairs and replacement of public hay-scales	June 11, 1878 Mar. 3, 1883	20 22	104 469	3 1	500 00		
Rent of District offices	Same acts				3,600 00		
General advertising	do				4,000 00		
Books for register of wills, printing checks, damages, and miscellaneous items	do				2,500 00		
						10,600 00	10,600 00
Health Department—							
One health officer	June 11, 1878 Mar. 3, 1883	20 22	107 469	8–11 1	3,000 00		
Six sanitary inspectors, at $1,200 each	Same acts				7,200 00		
Clerks and other assistants to the health officer	do				7,000 00		
Contingent expenses, including books, stationery, fuel, rent, repairs to pound, and wagon for pound-master; forage, meat for dogs, horseshoeing, and miscellaneous items	do				4,000 00		
Removal of garbage	do				15,000 00		
						36,200 00	42,780 00
NOTE.—A reduction of $6,780 is made in the estimate for the health department in order that the appropriation for employés under the health officer may not exceed the amount which the act of June 11, 1878, authorizes to be expended for that purpose. (See 20 Stats., p. 107, secs. 10 and 11.) It is recommended that the appropriation for clerks and other assistants to the health officer be made in detail, the same as in other branches of the service.							
Interest and Sinking-Fund—							
Interest and sinking-fund on the funded debt, exclusive of water-bonds	June 11, 1878 Mar. 3, 1883	20 22	104,'5 469	3, 4 1		1,213,947 97	1,213,947 97
Contingent Expenses—							
General contingent expenses of the District of Columbia, to be expended only in cases of emergency, such as riot, pestilence, calamity by flood or fire, and of like character, not otherwise sufficiently provided for	June 11, 1878 Mar. 3, 1883	20 22	104 469	3 1		10,000 00	10,000 00
Total amount of estimates for the District of Columbia, (exclusive of Water Department,) of which one-half is to be paid by the United States						3,439,024 47	3,351,894 47

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol R.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Differences in amounts recommended herein and those estimated by the Commissioners:							
Increase:							
Government Hospital for the Insane..... $65,800 00							
Decrease:							
Salary of engineer commissioner..... $237 50							
Salary of the surveyor..... 3,000 00							
Salary of one market-master..... 1,200 00							
Health department..... 6,780 00							
Work on sundry avenues and streets..... 54,582 50							
65,800 00							
WATER DEPARTMENT.							
Water Department, (payable out of the Water Fund)—							
One chief clerk.....	..... June 10, 1879 Mar. 3, 1883	R. S., Pt. 2. 21 22	22 9 470	96 1 1	$1,500 00		
One clerk.....	Same acts				1,400 00		
Two clerks, at $1,200 each.....	do				2,400 00		
One clerk.....	do				900 00		
One superintendent.....	do				1,600 00		
One messenger.....	do				600 00		
One inspector, at $3 per day, (313 days).....	do				939 00		
Contingent expenses, including books, stationery, forage, advertising, printing, and miscellaneous items.....	do				2,400 00		
Engineers and firemen; coal, material, and for high service in Washington and Georgetown; pipe distribution to high and low service, including public hydrants and fire-plugs, replacing the nine-inch with ten-inch fire-plugs, material and labor, repairing and laying new mains and lowering mains.....	do				130,000 00		
Interest and sinking-fund on water-stock bonds.....	do				44,610 00		
						$186,349 00	$105,850 50
NOTE.—There are many items in the estimates, the propriety and amount of which have not been considered because they seem to be proper subjects for the determination of Congress.							
Total amount of Estimates for the District of Columbia, including the Water Department.....	.....	.....	.....	.....	.....	3,625,373 47	3,457,744 97
UNDER THE WAR DEPARTMENT.							
SIGNAL SERVICE.							
Observation and Report of Storms—							
Expenses of meteorological observations and reports by telegraph, signal, or otherwise, announcing the probable approach and force of storms, for the benefit of the commerce and agriculture of the United States, as follows:							
For the manufacture, purchase, and repair of instruments.....	..... Feb. 9, 1870 Aug. 7, 1882 Mar. 3, 1883	R. S. 16 22 22	36 369 318 615	221–3 12 1 1	6,000 00		
For telegraphic reports and messages over commercial lines, and for rent of leased lines, extra night services of operators, &c., necessary for tri-daily indications.....	Same acts				141,180 00		
For expenses of storm, cautionary, off-shore, and other signals, on the sea and lake coasts of the United States, announcing the probable approach and force of storms, including pay of observers, services of operators, (where not otherwise provided for,) lanterns, flags, &c.....	do				11,000 00		
For continuing the connection of stations at life-saving stations and light-houses, including services of operators, repair-men, materials, (such as cable, wire, poles, insulators, &c.,) and general service.....	do				17,000 00		
For manufacture, purchase, and repair of instrument-shelters.....	do				4,000 00		
For rents, hire of civilian employés, furniture, light, heating supplies, stationery, ice, repairs, and other expenses of offices maintained for public use in cities and ports receiving reports outside of Washington, D. C.....	do				55,000 00		
For observations and expenses incidental to the announcement of hurricanes on the Atlantic and Gulf coasts.....	Submitted.....				7,000 00		
For observations, and expenses incidental thereto, announcing the probable approach and extent of floods..	..... Feb. 9, 1870 Aug. 7, 1882 Mar. 3, 1883	R. S. 16 22 22	36 369 318 615	221–3 12 1 1	3,500 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Observation and Report of Storms—Continued.							
For expenses (including paper, forms, printing supplies, hire of civilian printers, engravers, &c.) of preparing, printing, and distributing maps and bulletins to be displayed in chambers-of-commerce and boards-of-trade rooms, and for distribution	..... Feb. 9, 1870 Aug. 7, 1882 Mar. 3, 1883	R. S. 16 22 22	36 369 318 615	221–3 12 1 1	$39,000 00		
For observations, and expenses incidental thereto, announcing the probable approach and severity of frosts, for the benefit of the cotton-belt region of the United States	Same acts	.....	.....	.....	12,000 00		
						$295,680 00	$242,500 00
Construction, Maintenance, and Repair of Military-Telegraph Lines—							
Construction of military-telegraph lines from Helena, Montana, east by north to Fort Maginnis, Montana, 200 miles; from Spokane Falls, Idaho, to Fort Colville, Washington Territory, 70 miles; from Fort Niobrara, Nebraska, northwest to Rosebud agency, Dakota, 40 miles—total, 310 miles, at $145 per mile	Submitted	.....	.....	.....	44,950 00		
Maintenance and repair of military-telegraph lines, including rents of offices, salaries of civilian operators and repair-men, lights, supplies, and general repairs	Appropriated	22	616	1	76,415 00		
						121,365 00	35,000 00
Signal Service, Pay—							
One Brigadier-General	..... Mar. 3, 1883	R. S. 22	220 616	1261 1	5,500 00		
Pay of officers, mounted, detailed from the Army for duty with the Signal Corps	Same acts	.....	.....	.....	16,800 00		
NOTE.—By the provisions of the sundry civil act of March 3, 1883, the Secretary of War was authorized, in his discretion, to detail for the service in the Signal Corps not to exceed ten commissioned officers, exclusive of the second lieutenants of the Signal Corps authorized by law, and exclusive of officers detailed for arctic-sea service. The pay and allowances of these detailed officers were appropriated for the fiscal year ending June 30, 1884, in the act for the support of the Army.							
Twelve second lieutenants, mounted	.....do.....	.....	.....	.....	18,000 00		
NOTE.—There was appropriated in the sundry civil act of March 3, 1883, for ten second lieutenants, the sum of $14,000, or $1,400 per annum each, or the pay of dismounted officers. As the officers of the Signal Corps are entitled to the pay of mounted officers, as per paragraph 2385, Army Regulations of 1881, estimate is made accordingly. An increase of two lieutenants is made, as allowed by the sundry civil act approved June 20, 1878.							
Longevity-pay to officers, to be paid with current monthly pay	..... June 18, 1878 Feb. 24, 1881	R. S. 20 21	220 150 346	1262,'3 7 1	11,640 00		
NOTE.—No appropriation was made for the fiscal year ending June 30, 1884, for longevity-pay to the second lieutenants of the Signal Corps; these officers are, however, entitled to this pay, as per section 1262, Revised Statutes, and estimate is made accordingly. The amount asked for includes this pay for the detailed officers.							
One commissary-sergeant, detailed from the Army	.....	R. S.	222	1280	408 00		
One hospital-steward, detailed from the Army	.....	R. S.	222	1280	360 00		
One hundred and fifty sergeants, Signal Corps	June 20, 1878 June 23, 1879 June 16, 1880 Mar. 3, 1883	20 21 21 22	219 30 267 616	1 1 1 1	61,200 00		
Thirty corporals, Signal Corps	Same acts	.....	.....	.....	7,200 00		
Two hundred and sixty privates, first class, Signal Corps	.....do.....	.....	.....	.....	53,040 00		
Sixty privates, second class, Signal Corps	.....do.....	.....	.....	.....	9,360 00		
Sixty privates for duty as repair-men, operators, &c., on the United States military-telegraph lines	..... Submitted	R. S.	222	1280	9,360 00		
Pay to enlisted men for length of service	..... Mar. 3, 1883	R. S. 22	222 616	1284 1	20,736 00		
Retained pay, payable on discharge	..... Mar. 3, 1883	R. S. 22	222 616	1282 1	10,800 00		
Pay for clothing not drawn, payable on discharge	..... Mar. 3, 1883	R. S. 22	224 616	1302 1	27,294 45		
Travel-allowances, payable on discharge	..... Mar. 3, 1883	R. S. 22	223 616	1290 1	12,014 36		
Mileage to officers when travelling on duty under orders	July 24, 1876 June 30, 1882 Mar. 3, 1883	19 22 22	100 118 616	2 1 1	5,000 00		
Cost of telegrams in regard to discharge of men	Appropriated Submitted	22	457	1	500 00		
Pay of contract-surgeon	Mar. 3, 1883	22	616	1	1,200 00		
Commutation of quarters to commissioned officers at places where there are no public quarters	June 18, 1878 June 23, 1879 June 30, 1882 Mar. 3, 1883	20 21 22 22	151 31 118 616	9 1 1 1	8,208 00		
						278,620 81	235,100 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Signal Service, Subsistence—							
Subsistence stores, rations in kind for enlisted men, and for sales to officers and enlisted men of the Signal Service, as follows:							
Subsistence stores to forty enlisted men of the Signal Corps, for 365 days, at 22 cents per day	Appropriated..	22	616	1	$3,212 00		
Subsistence stores, authorized articles, for sales to officers and enlisted men and company messes, as allowed by paragraph 2199, Army Regulations, 1881, (see note at end of estimate)	Submitted ..	.....	.....	.....	9,090 90		
Commutation of rations to enlisted men of the Signal Corps when at stations, as follows:							
One hundred and sixty-three men at office of the Chief Signal Officer, (thirteen of these men are now with Arctic expedition,) and one hundred and four men on duty at signal stations throughout the United States, already and to be hereafter designated, total of two hundred and sixty-seven men, for 365 days, at $1 per man per day	Appropriated..	22	616	1	97,455 00		
One hundred and ninety-three men on duty at signal stations throughout the United States, for 365 days, at 75 cents per man per day	do	.....	.....	.....	52,833 75		
Commutation of rations to ten enlisted men per day while travelling, as follows:							
NOTE.—Of the ten men per day travelling, it is estimated that one will be of the class receiving rations in kind; three of class receiving commutation of rations at 75 cents per day; and six of the class receiving commutation of rations at $1 per day.							
Difference between cost of rations, at 22 cents per day, (above estimated for,) and commutation, at $1.50 per day, allowed to an average of one enlisted man of the Signal Corps per day, travelling under orders, when it is impracticable to carry cooked rations, say 1 man for 365 days, at $1.28 per day	do	.....	.....	.....	467 20		
Difference between commutation of rations, at 75 cents per day, (above estimated for,) and commutation, at $1.50 per day, allowed to an average of three enlisted men of the Signal Corps per day, travelling under orders, when it is impracticable to carry cooked rations, say 3 men for 365 days, at 75 cents per day	do	.....	.....	.....	821 25		
Difference between commutation of rations, at $1 per day, (above estimated for,) and commutation, at $1.50 per day, allowed to an average of six enlisted men of the Signal Corps per day, travelling under orders, when it is impracticable to carry cooked rations, say 6 men for 365 days, at 50 cents per day	do	.....	.....	.....	1,095 00		
Commutation of rations to enlisted men detailed from the Army for duty with the Signal Service, as follows:							
Sixty men detailed from other organizations as repairmen, operators, &c., on United States military-telegraph lines, (estimated,) for 365 days, at 75 cents per man per day	Submitted	.....	.....	.....	16,425 00		
					181,400 10		
From the aggregate of the foregoing estimate should be deducted the amount that will be collected during the fiscal year by the Subsistence Department under the 10 per cent. clause in the act making appropriations for the support of the Army, &c., approved August 5, 1882, and which amount will be taken up under the appropriation of that department for immediate disbursement for fresh supplies	.....	.....	.....	.....	10,000 00		
						$171,400 10	*$164,779 72
Signal Service, Regular Supplies—							
Fuel, authorized allowance for enlisted men at Fort Myer, Virginia, and for various offices at Fort Myer, Virginia, and on United States military-telegraph lines, and for sales of the regulation allowance to officers at Fort Myer, Virginia, Washington, D. C., and on United States military-telegraph lines..... $12,030							
From the aggregate of the foregoing estimate should be deducted the amount that will be collected during the fiscal year by the Quartermaster's Department from the various officers purchasing fuel, as allowed by par. 1851, Army Regulations, 1881; say 504 cords of wood, at $3 per cord..... 1,512	Appropriated..	22	616	1	10,518 00		

*This amount includes $8,052 for commutation of rations to enlisted men detailed from regiments for duty at Lady Franklin bay and Point Barrow. It is not now estimated for.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Signal Service, Regular Supplies—Continued.							
Commutation of fuel for 310 men of the Signal Corps, at $9 each per month, as follows: 163 men at office of the Chief Signal Officer, (13 of these men are now with the Arctic expedition,) 43 men at signal-stations in the military departments of California and Columbia, and 104 men at signal-stations throughout the United States already, and to be hereafter designated	Appropriated..	22	616	1	$33,480 00		
Commutation of fuel for 150 men of the Signal Corps, at $8 each per month	....do....				14,400 00		
Commutation of fuel for 60 enlisted men detailed from other organizations for duty as repair-men, operators, &c., on United States military-telegraph lines, at $8 each per month	Submitted				5,760 00		
Forage for 24 horses, (including those kept by officers in the public service,) at $143.50 each per annum	Appropriated..	22	616	1	3,414 00		
Forage for 30 mules, at $156 each per annum	....do....				4,680 00		
Straw for 54 animals, at $7 each per annum, as allowed by par. 1898, Army Regulations, 1881	Submitted				378 00		
Straw for 40 enlisted men at post of Fort Myer, Virgina, and for hospital at that post, as allowed by par. 1896, Army Regulations, 1881	....do....				46 08		
Stationery for post at Fort Myer, Virginia	Appropriated..	22	616	1	190 00		
Stoves and repairs to heating apparatus at post of Fort Myer, Virginia	....do....				600 00		
Lights for post of Fort Myer, Virginia	....do....				300 00		
						$73,766 08	$57,651 75
Signal Service, Incidental Expenses—							
Extra-duty pay for 170 enlisted men of the Signal Corps, being for corporals and privates in charge of stations or serving as operators and repair-men on the United States military and sea-coast and telegraph lines carrying or which may carry commercial business; non-commissioned officers or privates in charge of sections, and in such instances as they may be mustered by the Chief Signal Officer, in pursuance of the special direction of the Secretary of War, say 170 men, at 35 cents per diem for 365 days	Submitted				21,717 50		
Extra-duty pay for 60 enlisted men detailed from other organizations for duty as repair-men, operators, &c., on the United States military-telegraph lines	....do....				7,665 00		
Office-furniture for post of Fort Myer, Virginia	Submitted....				300 00		
Horse and mule shoes, for shoeing once each month, for fifty-four animals, at $1.50 each per month, (par. 301, Army Regs., 1881)	Appropriated..	22	617	1	972 00		
Blacksmith's and miscellaneous tools and materials	....do....				400 00		
Veterinary supplies	....do....				300 00		
Fire apparatus and disinfectants for post of Fort Myer, Virginia	....do....				300 00		
						31,654 50	1,475 00
Signal Service, Transportation—							
Transportation of men	Appropriated..	22	617	1	8,875 00		
Transportation of material and funds, (pars. 1717 and 1958, Army Regs., 1881)	....do....				45,000 00		
Means of transportation, viz:							
Ten mules, at $200 each, (five to replace unserviceable ones)	Submitted....				2,000 00		
NOTE.—The sum of $700 was appropriated for the purchase of five mules by the sundry civil act approved March 3, 1883; but this amount has not been used, for the reason that the price fixed for each was not sufficient to purchase a suitable animal for the purposes of this service.							
Ten horses, at $200 each	....do....				2,000 00		
Two sets six-mule harness, at $85 each	....do....				170 00		
Two sets four-mule ambulance harness, at $45 each	....do....				90 00		
Leather, iron, timbers, &c., for repairs to means of transportation	Appropriated..	22	617	1	500 00		
						58,635 00	35,275 00
Signal Service, Barracks and Quarters—							
Commutation of quarters for 267 men of the Signal Corps, at $21 each per month, as follows: 163 men at office of the Chief Signal Officer, (13 of these men are now with Arctic expeditions,) and 104 men at signal stations throughout the United States, already and to be hereafter designated	Appropriated..	22	617	1	67,284 00		
Commutation of quarters for 43 men of the Signal Corps, at $20 each per month, at signal stations in the military departments of California and Columbia	....do....				10,320 00		

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Signal Service, Barracks and Quarters—Continued.							
Commutation of quarters for 150 men of the Signal Corps, at $10 each per month	Appropriated..	22	617	1	$18,000 00		
Commutation of quarters for 60 enlisted men, detailed from other organizations, for duty as repair-men, operators, &c., on United States military-telegraph lines, at $10 each per month	Submitted.....	.....	.....	.....	7,200 00		
Work and supplies at Fort Myer, Virginia	Appropriated..	22	617	1	1,800 00		
Work and supplies at Fort Myer, Virginia, on hospital account	Submitted.....	.....	.....	.....	300 00		
For building an addition to the instruction building for recitation and lecture rooms, at post of Fort Myer, Virginia	.....do.....	.....	.....	.....	1,724 69		
						$106,628 69	$85,908 00
Signal Service, Clothing, Camp and Garrison Equipage—							
Six wall-tents, complete, at $19.30 each, and for other articles to replace those worn-out in service	Submitted.....	.....	.....	.....	415 80		
Clothing issues in kind, say complete outfits for 112 men of the Signal Corps and for 60 men detailed from other organizations, at an average of $43.75 per man per annum for the former and $42 per man per annum for the latter	Appropriated..	22	617	1	7,420 00		
						7,835 80	23,485 10
Signal Service, Medical Department—							
Medical attendance and medicines for officers and enlisted men of the Signal Corps	Appropriated..	22	617	1	5,000 00		
Medical attendance and medicines for officers and enlisted men doing duty in connection with the Signal Service	.....do.....	.....	.....	.....	100 00		
For medical and hospital supplies at Fort Myer, Virginia	.....do.....	.....	.....	.....	700 00		
For medicines furnished to officers and enlisted men from purveying depots and Army dispensaries	.....do.....	.....	.....	.....	1,000 00		
For materials for repairs of hospital at Fort Myer, Virginia	.....do	.....	.....	.....	200 00		
						7,000 00	5,700 00
Signal Service, Ordnance Stores—							
For ammunition for morning and evening guns, and for authorized salutes, at post of Fort Meyer, Virginia	Appropriated..	22	319	1	300 00		
For materials for preservation and care of ordnance and ordnance stores, at post of Fort Meyer, Virginia	Submitted.. ...	.....	.....	.....	150 00		
For necessary ordnance stores, ammunition, &c., for use of Signal Corps, U. S. Army					2,000 00		
						2,450 00	
Total of above estimates for the Signal Service	.....	.....	.....	.....	.....	1,155,035 98	886,874 57

NOTE.—The foregoing estimates for the Signal Service amount to $1,155,035 98

The other estimates for the Signal Service are printed in this book as follows:

Page 40. "Salaries, Signal Office"	116,660 00
Page 45. Included in "Stationery, War Department"	4,500 00
Page 45. Included in "Contingent Expenses, War Department"	9,000 00
Page 45. "Rent of buildings, (Signal Office,) War Department"	7,000 00
Page 46. Included in "Postage, War Department"	15,000 00
Page 46. Included in "Postage to Postal-Union countries"	1,200 00
Page 79. "Signal Service"	9,950 00
Page 171. "Printing and binding, War Department"	50,000 00
Aggregate estimates for the Signal Service	1,368,345 98

NATIONAL CEMETERIES.

National Cemeteries—							
Maintaining and improving national cemeteries	.....	R. S.	943	4870	.....	$100,000 00	$100,000 00
	.....	R. S.	944	4879			
	Mar. 3, 1883	22	617	1			
Superintendents of National Cemeteries—							
Pay of seventy-three superintendents of national cemeteries	.....	R. S.	943	4873	.....	60,440 00	60,440 00
	Mar. 3, 1883	22	617	1			
Purchase of Land for the Cyprus Hills National Cemetery, New York—							
Purchase of additional land for the Cyprus Hills national cemetery, near Brooklyn, N. Y	Submitted.. ...	.....	.....	.....	.....	15,600 00	

NOTE.—At the Cypress Hills national cemetery there is but little space available for interments, and this will soon be occupied. The location of the cemetery is near the cities of New York and Brooklyn, where there are many ex soldiers and sailors, who by law are entitled to burial in a national cemetery, and the military posts in and around the harbor of New York have no other place of burial. Additional ground to provide for future interments at this cemetery is, therefore, an imperative necessity.

A bill (H. R. No. 6738, Report No. 1607, 47th Congress, first session) was favorably reported to the House by the Military Committee.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Purchase of Land for Extension of Soldiers' Home National Cemetery—							
Purchase of land from the Soldiers' Home for the extension of the Solders' Home national cemetery, District of Columbia, including payment for the land now occupied by the same	Submitted					$15,000 00	
NOTE.—The Board of Commissioners of the Soldiers' Home having transferred to the War Department the land belonging to that institution lying north of the Harewood road, including the ground now occupied by the Soldiers' Home national cemetery, and also the plat heretofore used by the Home for burial purposes, some fifteen acres in all, an appropriation of $15,000 by Congress is asked in payment therefor. For the present site of the national cemetery, used and controlled by the War Department since 1862, the Home has received no compensation, and the appropriation asked is in payment for the whole. The extension of the cemetery by the addition of these grounds will enable the Department to provide for future interments, and afford much-needed conveniences and accommodations for occasions of public ceremonies.							
Total National Cemeteries						191,040 00	$160,440 00
MISCELLANEOUS OBJECTS.							
Surveys and Reconnoissances in Military Divisions and Departments—							
Military surveys and reconnoissances, and surveys of military reservations by the engineer officers attached to the several headquarters of military divisions and departments, being an average of $5,000 for each of eight military divisions and departments west of the Mississippi river	Appropriated Submitted	21	268	1	$40,000 00		
Publication of maps for use of the War Department	do				10,000 00		
NOTE.—There are 17 maps ready for publication, which are required for military purposes, and which are much sought after by citizens for use in location of railroads, mines, and valuable lands, but the maps have not been published for want of funds.						$50,000 00	
Survey of Northern and Northwestern Lakes—							
Printing and issuing charts for use of navigators, and electrotyping copperplates for chart-printing	Appropriated	22	617	1		3,000 00	$3,000 00
Mississippi-River Commission—							
For continuing survey of the Mississippi river between the head of the passes near its mouth and the headwaters, now in progress; to make additional surveys and examinations of said river and its tributaries; to make such additional examinations and investigations, topographical, hydrographical, and hydrometrical, as are necessary for maturing a plan for the permanent improvement of the entire river; for salaries and expenses of the commission in travelling, mileage, and inspection; for office expenses, computing, draughting, &c., and for publication of maps and results	Appropriated	22	620	1		200,000 00	150,000 00
Transportation of Reports and Maps to Foreign Countries—							
Transportation of reports and maps to foreign countries, through the Smithsonian Institution	Appropriated	22	618	1		300 00	300 00
Support of Transient Paupers—							
Care, support, and medical treatment of seventy-five transient paupers, medical and surgical patients in the city of Washington	Appropriated	22	618	1		15,000 00	15,000 00
Artificial Limbs—							
Furnishing artificial limbs and appliances, or commutation therefor, and transportation, to be disbursed under the direction of the Surgeon-General of the Army, ($100,000,) together with the unexpended balance of appropriations heretofore made for said purposes	 Aug. 15, 1876 Mar. 3, 1883	R. S. 19 22	929 203 618	4787, 4791 1, 2 1		100,000 00	110,000 00
Appliances for Disabled Soldiers—							
Providing surgical appliances for persons disabled in the military or naval service of the United States, and not entitled to artificial limbs, ($2,000,) together with the unexpended balance of appropriations heretofore made for said purpose	Appropriated	22	618	1		2,000 00	2,000 00
Publication of Official Records of the War of the Rebellion—							
For continuing the publication of the official records of the War of the Rebellion, and printing and binding, under the direction of the Secretary of War, of a compilation of the official records, Union and Confederate, so far as the same may be ready, during the fiscal year; to be distributed as provided by act of March 3, 1883	Appropriated	22	618	1		36,000 00	36,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Expenses of Military Convicts—							
Payment of costs and charges of State penitentiaries for the care, clothing, maintenance, and medical attendance of United States military convicts confined in them	Appropriated..	22	618	1		$12,000 00	$12,000 00
Support of Military Prison at Fort Leavenworth, Kansas—							
Subsistence for 550 prisoners, five teamsters, and two watchmen, 203,305 rations, at 16 cents per ration	..... May 21, 1874 Mar. 3, 1883	R. S. 18 22	242 48 618	1344 to 1361 1 1	$32,528 80		
Subsistence for prisoners transferred under guard to various points	Same acts				100 00		
2,000 gallons of oil, at 75 cents per gallon; 600 gallons of oil, at 16 cents per gallon; 100 pounds of wicking, at 30 cents per pound; 50 gross of wicks, at 75 cents per gross; lamps, lanterns, &c., for illuminating prison-buildings and grounds	do				1,863 50		
Tobacco for prisoners on special or excessive hard labor	do				600 00		
47 tons of hay, at $10.50 per ton, for prisoners' bedding	do				493 50		
6,600 stamped envelopes and 14 reams of letter-paper for issue to prisoners	do				200 00		
Stationery and blank books for offices of the prison	do				500 00		
Books, periodicals, papers, and repair of books for the prison library	do				250 00		
1,600 cords of hard-wood, at $7.50 per cord, or its equivalent in coal, and for rubber hose, belting, oil, cotton waste, steam-pipe and fixtures for running and repair of machinery	do				14,200 00		
Tools and material for shops, laundry, stables, and for police purposes; repair of harness and wagons, horse medicines, disinfectants, &c	do				5,000 00		
Stoves, stove-pipe and elbows, for buildings not heated by steam	do				200 00		
Bricks for cisterns, walks, &c., and stone-coping for prison-wall	do				500 00		
131,400 pounds of grain, at 2 cents per pound; 201,380 pounds of hay, at $10.50 per ton, for 38 public animals	do				3,571 97		
Medicines, medical and surgical appliances, hospital furniture, and repairs	do				1,750 00		
Expenses in pursuing and rewards for apprehension of escaped prisoners	do				300 00		
Advertising for prison supplies	do				100 00		
Donations of $5 each to 360 (estimated) prisoners on discharge	do				1,800 00		
Material for clothing for prisoners	do				16,000 00		
Fifty iron bunks, at $4.50 each; 250 bed-sacks, at 79 cents each; 250 blankets, at $3.74 each	do				1,357 50		
One clerk, at $150 per month; one clerk, at $116.66 per month; one clerk, at $100 per month; seven foremen mechanics, at $100 per month each; five teamsters and two night-watchmen, at $30 per month each	do				15,319 92		
Extra-duty pay to eleven members of the prison-guard on night-watch and in charge of working parties	do				857 75		
Construction and repair of prison-buildings, and of quarters for officers and guard	do				5,000 00		
						102,492 94	94,825 47
NOTE.—An increase of 10 per cent. in the number of prisoners over the number appropriated for March 3, 1883, must be anticipated. That increase (and more) actually occurred during the year 1882–'83, and the regular average is now above 530. Transfers to the prison were entirely suspended during the first part of 1883, and are now subject to reduction of numbers at the prison by discharges which leave room for a limited number to be received from time to time, the accommodations and means being inadequate for the increased number of prisoners whose sentences to confinement must be executed at the prison.							
Artillery School, Fort Monroe, Virginia—							
To provide for text-books, drawing material, models, and material necessary in the science of engineering, and artillery, stationery, and miscellaneous necessaries for use of the school	Appropriated..	22	618	1		9,079 50	3,000 00
NOTE.—For statement of items composing this estimate, see Appendix "L*l*." All the items estimated for are believed to be necessary for the proper service of the United States Artillery School, and should be appropriated, the amount heretofore allowed ($3,000) having been insufficient.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Support of National Home for Disabled Volunteer Soldiers—							
Current expenses, including construction and repairs at the Central Branch, at Dayton, Ohio	..... Mar. 3, 1875 Mar. 3, 1879 Mar. 3, 1883	R. S. 18 20 22	937 360 390 619	4830 1 1 1	$596,837 00		
Current expenses, including construction and repairs, at the Northwestern Branch, at Milwaukee, Wis	Same acts	.....	.....	.....	124,278 00		
Current expenses, including construction and repairs at the Eastern Branch, at Togus, Me	do	.....	.....	.....	147,782 00		
Current expenses, including construction and repairs, at the Southern Branch, at Hampton, Va	do	.....	.....	.....	153,237 00		
Clothing and bedding for 6,877 members of the Home	do	.....	.....	.....	183,080 00		
Out-door relief, and incidental expenses	do	.....	.....	.....	15,000 00		
NOTE.—Increase in general estimates of $82,168 above average appropriation for three last fiscal years is 7.22 per cent. above that appropriation, due to increase of members in last fiscal year, which is 7.22 per cent.							
Central Branch, addition to hospital	Submitted	.....	.....	.....	63,350 00		
Eastern Branch, improved water-supply	do	.....	.....	.....	24,914 00		
Southern Branch, new hospital	do	.....	.....	.....	87,000 00		
Southern Branch, extension of breakwater	do	.....	.....	.....	5,000 00		
						$1,400,478 00	$1,122,088 03
NOTE.—Attention is respectfully called to extract from report of Board of Managers for the fiscal year ending June 30, 1883, and accompanying tables, submitted in Appendix "M*m*."							
Collection and Payment of Bounty, Prize-Money, and other Claims of Colored Soldiers and Sailors—							
Salaries of agents; rent of offices; stationery; office-furniture and repairs; mileage and transportation of officers and agents; telegraphing; postage and post-office money-orders	Appropriated	22	618	1	.....	2,500 00	2,900 00
Total Miscellaneous Objects	.....	.....	.....	.....	.....	1,932,850 44	1,551,113 50
Total Miscellaneous under War Department	.....	.....	.....	.....	.....	3,278,926 42	2,598,428 07
UNDER THE DEPARTMENT OF THE INTERIOR.							
PUBLIC LANDS.							
Contingent Expenses, Office of Surveyor-General of Arizona—							
Rent of office for surveyor-general, pay of messenger, fuel, books, stationery, and other incidental expenses	..... Appropriated	R. S. 22	391 622	2227 1	.....	$2,500 00	$1,500 00
NOTE.—The estimate of $2,500 is made to cover the expense arising from an expected increase of public surveys and consequent increased amount of stationery, binding of field-notes, mounting plats, &c.							
Contingent Expenses, Office of Surveyor-General of California—							
For books, stationery, pay of messenger, and other incidental expenses	..... Appropriated	R. S. 22	391 622	2227 1	.....	4,000 00	3,000 00
Contingent Expenses, Office of Surveyor-General of Colorado—							
Rent of office for surveyor-general, fuel, books, stationery, and other incidental expenses	..... Appropriated	R. S. 22	391 621	2227 1	.....	3,000 00	1,500 00
NOTE.—The estimate of $3,000 is made to cover the necessary increased expenditure arising from the greatly increased amount of surveys, and consequent increased office expenses.							
Contingent Expenses, Office of Surveyor-General of Dakota—							
Rent of office for surveyor-general, fuel, books, stationery, and other incidental expenses	..... Appropriated	R. S. 22	391 621	2227 1	.....	2,500 00	2,000 00
Contingent Expenses, Office of Surveyor-General of Florida—							
Rent of office for surveyor-general, fuel, books, stationery, and other incidental expenses	..... Appropriated	R. S. 22	391 621	2227 1	.....	1,000 00	1,000 00
Contingent Expenses, Office of Surveyor-General of Idaho—							
Rent of office for surveyor-general, fuel, books, stationery, pay of messenger, and other incidental expenses	..... Appropriated	R. S. 22	391 622	2227 1	.....	2,000 00	1,500 00
Contingent Expenses, Office of Surveyor-General of Louisiana—							
Fuel, books, stationery, messenger, and other incidental expenses	..... Appropriated	R. S. 22	391 621	2227 1	.....	1,500 00	1,000 00
NOTE.—The estimate of $1,500 is made to include the cost of providing canvas backs to 1,370 township plats, at 25 cents each, necessary for their preservation, in addition to the ordinary incidental expenses of the office.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Contingent Expenses, Office of Surveyor-General of Minnesota—							
Fuel, books, stationery, printing, binding, and other incidental expenses	..... / Appropriated..	R. S. / 22	391 / 621	2227 / 1	.....	$1,200 00	$1,000 00
Contingent Expenses, Office of Surveyor-General of Montana—							
Rent of office for surveyor-general, fuel, books, stationery, pay of messenger, and other incidental expenses..	..... / Appropriated..	R. S. / 22	391 / 622	2227 / 1	.....	3,400 00	2,000 00
NOTE.—The estimate of $3,400 is made to cover the growing expenses of the office, estimated at $2,400, to pay for increased accommodations really necessary for the office business, and $1,000 for cost of restoring torn and defaced records, and for binding field-notes and plats, and mounting the latter, absolutely necessary for the preservation of the records.							
Contingent Expenses, Office of Surveyor-General of Nevada—							
Rent of office for surveyor-general, pay of messenger, fuel, books, stationery, and other incidental expenses..	..... / Appropriated..	R. S. / 22	391 / 622	2227 / 1	.....	2,000 00	1,500 00
Contingent Expenses, Office of Surveyor-General of Nebraska and Iowa—							
Rent of office for surveyor-general, fuel, books, stationery, and other incidental expenses	..... / Appropriated..	R. S. / 22	391 / 622	2227 / 1	.....	2,000 00	1,500 00
Contingent Expenses, Office of Surveyor-General of New Mexico—							
Rent of office for surveyor-general, pay of messenger, fuel, books, stationery, and other incidental expenses..	..... / Appropriated..	R. S. / 22	391 / 622	2227 / 1	.....	2,000 00	2,500 00
Contingent Expenses, Office of Surveyor-General of Oregon—							
Fuel, books, stationery, pay of messenger, and other incidental expenses	..... / Appropriated..	R. S. / 22	391 / 622	2227 / 1	.....	1,500 00	1,500 00
Contingent Expenses, Office of Surveyor-General of Utah—							
Rent of office for surveyor-general, pay of messenger, fuel, books, stationery, and other incidental expenses..	..... / Appropriated..	R. S. / 22	391 / 622	2227 / 1	.....	2,000 00	1,500 00
Contingent Expenses, Office of Surveyor-General of Washington—							
Rent of office for surveyor-general, fuel, books, stationery, pay of messenger, and other incidental expenses..	..... / Appropriated..	R. S. / 22	391 / 622	2227 / 1	.....	2,000 00	1,500 00
Contingent Expenses, Office of Surveyor-General of Wyoming—							
Rent of office for surveyor-general, pay of messenger, fuel, books, stationery, and other incidental expenses.	..... / Appropriated..	R. S. / 22	391 / 622	2227 / 1	.....	2,500 00	1,500 00
NOTE.—The $2,500 is estimated to cover the increased office expenses incident to the increased amount of surveys in the Territory, and consequent increased amount of stationery, binding, &c., required.							
COLLECTING THE REVENUE FROM PUBLIC LANDS.							
Salaries and Commissions of Registers and Receivers—							
Compensation of registers and receivers of local land offices, (see detailed statement following)	..... / Mar. 3, 1883	R. S. / 22	392 / 622	2237, 2240 / 1	.....	539,000 00	500,000 00
NOTE.—The estimate submitted for compensation of registers and receivers is based upon the salaries earned and fees and commissions collected and covered into the Treasury by them during the fiscal year ended June 30, 1883, with the addition of the six offices opened at Gunnison, Colo.; Creelsburg, Dak.; Hailey, Idaho; Garden City, Kans.; and McCook and Valentine, Nebr. For several years past it has been found necessary to appropriate annually large amounts to cover deficiencies in the appropriations for this service. The disposals of the public lands have been yearly increasing. For the fiscal year ended June 30, 1883, the disposals were seventy-five per centum greater than they were during the year ended June 30, 1881, and twenty-five per centum greater than during the fiscal year 1882. This causes an increase in the fees and commissions earned by those officers in sparsely-settled districts where the earnings have not heretofore reached the maximum allowed by law. In making this appropriation it must be remembered that every cent paid to a register or receiver, with the exception of their annual salary of $500 each, aggregating $106,000, (there being 106 offices now in operation,) and commissions allowed on all moneys received at each receiver's office in payment for lands, is collected by them from the entrymen and paid into the Treasury.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Salaries and Commissions of Registers and Receivers—Continued.							

States and Territories.	Salaries and commissions.	Total.
Alabama—		
Huntsville	$6,000	
Montgomery	6,000	
		$12,000
Arizona—		
Prescott	2,500	
Tucson	4,500	
		7,000
Arkansas—		
Camden	6,000	
Dardanelle	4,700	
Harrison	6,000	
Little Rock	6,000	
		22,700
California—		
Bodie	1,900	
Humboldt	6,000	
Los Angeles	6,000	
Marysville	6,000	
Sacramento	6,000	
San Francisco	6,000	
Shasta	5,200	
Stockton	6,000	
Susanville	4,000	
Visalia	6,000	
		53,100
Colorado—		
Central City	6,000	
Del Norte	3,500	
Denver City	6,000	
Durango	4,000	
Gunnison	6,000	
Lake City	4,800	
Leadville	6,000	
Pueblo	6,000	
		42,300
Dakota—		
Aberdeen	6,000	
Bismarck	6,000	
Creelsburg	6,000	
Deadwood	6,000	
Fargo	6,000	
Grand Forks	6,000	
Huron	6,000	
Mitchell	6,000	
Watertown	6,000	
Yankton	6,000	
		60,000
Florida—		
Gainesville		6,000
Idaho—		
Boise City	6,000	
Hailey	4,000	
Lewiston	6,000	
Oxford	5,000	
		21,000
Iowa—		
Des Moines		3,200
Kansas—		
Concordia	5,700	
Independence	5,000	
Kirwin	6,000	
Larned	6,000	
Oberlin	4,000	
Salina	6,000	
Topeka	3,100	
Wa Keeney	6,000	
Wichita	6,000	
Garden City	4,000	
		51,800

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object. (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			

Salaries and Commissions of Registers and Receivers—Continued.

States and Territories.	Salaries and commissions.	Total.
Louisiana—		
Natchitoches	$2,700	
New Orleans	6,000	
		$8,700
Michigan—		
Detroit	1,800	
East Saginaw	2,000	
Marquette	6,000	
Reed City	3,500	
		13,300
Minnesota—		
Benson	6,000	
Crookston	6,000	
Duluth	6,000	
Fergus Falls	6,000	
Redwood Falls	4,000	
St. Cloud	6,000	
Taylor's Falls	3,100	
Tracy	4,200	
Worthington	4,500	
		45,800
Mississippi—		
Jackson		6,000
Missouri—		
Boonville	2,500	
Ironton	3,900	
Springfield	6,000	
		12,400
Montana—		
Bozeman	4,200	
Helena	6,000	
Miles City	6,000	
		16,200
Nebraska—		
Beatrice	5,000	
Bloomington	6,000	
Grand Island	6,000	
Lincoln	3,400	
McCook	5,000	
Neligh	6,000	
Niobrara	6,000	
North Platte	6,000	
Valentine	5,000	
		48,400
Nevada—		
Carson City	2,200	
Eureka	2,400	
		4,600
New Mexico—		
Las Cruces	6,000	
Santa Fé	6,000	
		12,000
Oregon—		
La Grande	6,000	
Lake View	2,400	
Oregon City	6,000	
Roseburg	6,000	
The Dalles	6,000	
		26,400
Utah—		
Salt Lake City		6,000
Washington—		
Colfax	6,000	
Olympia	6,000	
Vancouver	6,000	
Walla Walla	6,000	
Yakima	3,200	
		27,200

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Salaries and Commissions of Registers and Receivers—Continued.							

States and Territories.	Salaries and commissions.	Total.
Wisconsin—		
Bayfield	$6,000	
Eau Claire	5,500	
Falls St. Croix	2,600	
La Crosse	2,200	
Menasha	3,500	
Wausau	6,000	
		$25,800
Wyoming—		
Cheyenne	5,100	
Evanston	2,000	
		7,100
Total		539,000

Contingent Expenses of Land Offices—							
Incidental expenses of the several land offices	Appropriated	22	622	1		$200,000 00	$130,000 00

NOTE.—The foregoing estimate includes the salaries of clerks, rent, and a variety of other incidental expenses, such as the binding of plats, rebinding old and dilapidated plat-books, worn-out by constant handling and use, (of which there are a large number, as appears by the reports of the three inspectors,) furniture, &c. Since the passage of the act of March 3, 1883, appropriating $130,000 for this purpose, there has been an increase of six in the number of local offices, and it is estimated that they will be maximum offices, necessitating the employment of clerical force in each office. With the present appropriation it is impossible to provide the different offices with sufficient clerical force to promptly dispose of the public business, resulting in great delay in this office and loss to the settlers. In a great many instances the registers and receivers are now compelled to employ clerks and pay their salaries from their own funds, as well as the rent of their offices, fuel, lights, &c. All of these expenses (which are considered legitimate and necessary) should be borne by the United States. A number of receivers of public moneys in offices located in places remote from express and railroad lines and the United States depositories wherein they have been directed by the Secretary of the Treasury to deposit the public funds coming into their possession, require safes for the safe-keeping thereof while in their personal possession. These offices are located in buildings anything but fire-proof, and it is absolutely necessary that they be provided with safes for the preservation of important records and papers, as well as of the public funds. There are now one hundred and six offices in operation, and others are liable to be created from time to time, owing to the rapid settlement and disposal of the public lands.

Expenses of Depositing Public Moneys—							
Expenses of depositing money received from the sale of public lands	..... / Mar. 3, 1883	R. S. / 22	713 / 623	3617 / 1	.....	15,000 00	10,000 00

NOTE.—The increase of $5,000 will be required to cover expense of depositing moneys heretofore represented by certificates of deposit on account of surveys.

Depredations on Public Timber—							
To meet expenses of protecting timber on the public lands	Appropriated	22	623	1		75,000 00	75,000 00

NOTE.—A less amount than the sum estimated would be wholly inadequate to the requirements of the service.

Protecting Public Lands—							
For the protection of public lands from illegal and fraudulent entry or appropriation	Appropriated	22	623	1		100,000 00	100,000 00

NOTE.—Prior to the act of March 3, 1883, no appropriation had been made for the protection of the public lands from illegal and fraudulent entry or appropriation. By that act the sum of $100,000, $50,000 of which were made available immediately, was appropriated for that purpose. A force of agents was at once appointed and sent into the field, with proper instructions as to the detection and prevention of fraudulent entries. Their reports to the General Land Office for the short period intervening between the passage of the act and the close of the fiscal year show that attempts were being made to make a vast number of such entries under the several acts of Congress for the general disposal of the public lands. The knowledge that the Government had made an appropriation to protect the public lands has had a very beneficial effect in deterring a large number of persons from making entries of a fraudulent and illegal character in the interest of speculators, who would otherwise have attempted to do so.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Settlement of Claims for Swamp-Lands and Swamp-Land Indemnity—							
Salaries and expenses of agents employed in adjusting claims for swamp-lands, and for indemnity for swamp-lands	Appropriated..	22	623	1	.....	$15,000 00	$15,000 00
NOTE.—The foregoing estimate is submitted to cover the salaries and expenses of agents appointed to investigate in the field-lands claimed as swamp-land.							
Reproducing Plats of Surveys, General Land Office—							
To enable the Commissioner of the General Land Office to continue to reproduce worn and defaced official plats of survey on file, and other plats constituting a part of the records of said office, and also to furnish local land offices with the same	Appropriated..	22	623	1	.....	20,000 00	20,000 00
NOTE.—The sum of $20,000 is required to continue the work of reproducing plats, to prevent a total obliteration of designations on official township plats, defaced and mutilated by constant use during a period of many years, thus rendering them unavailable in furnishing certified copies under the provisions of an act of Congress approved July 2, 1864, (13 Stats., p. 375.)							
Total Public Lands, exclusive of surveying	.....	.....	.....	.....	.....	999,100 00	876,000 00
SURVEYING THE PUBLIC LANDS.							
Surveying the Public Lands—							
Surveying the public lands, $600,000, at rates not exceeding $9 per linear mile for standard and meander lines, $7 for township, and $5 for section lines, except that the Commissioner of the General Land Office may allow for the survey of standard and meander lines through lands heavily timbered, mountainous, or covered with dense undergrowth, a sum not exceeding $13 per linear mile for standard lines, $11 for township, and $7 for section lines; or where, for any cause not provided by law, he is unable to get the necessary surveys made at the rates aforesaid, he may allow a sum not exceeding $12 per linear mile for standard lines, $10 for township lines, and $6 for section lines: *Provided*, That out of the appropriation hereby estimated an amount not exceeding $75,000 thereof may be expended for occasional examinations of public surveys in the several surveying districts, in order to test the accuracy of the work in the field and to prevent payment for fraudulent and imperfect surveys returned by deputy surveyors, and to inspect mineral deposits, coal-fields, and timber districts, and for the making of such other surveys or examination as may be required for identification of lands for purposes of evidence in any suit or proceeding in behalf of the United States	..... Appropriated..	R. S. 22	438 623	2395, 2413 1	.....	$600,000 00	$425,000 00
Resurveys of Public Lands—							
For such resurveys of the public lands as, in the discretion of the Commissioner of the General Land Office, may be considered necessary	Submitted.....	.....	.....	.....	.....	25,000 00	
NOTE.—Many applications are received at the General Land Office from settlers upon the public lands surveyed many years ago, stating that no corners of the public surveys can be found, and, in order that the Government may properly dispose of such lands, it becomes necessary to resurvey them, if, upon examination, none of the corners can be found. Hence the estimate of $25,000 is submitted.							
Establishment of Initial Monuments for Mineral Surveys—							
Establishing initial monuments of a permanent character to govern mineral surveys, in order to secure accuracy in survey of mineral claims, and to connect the monuments with each other and with the public lands	Submitted.....	.....	.....	.....	.....	10,000 00	
NOTE.—The $10,000 is estimated for the cost of erecting permanent initial monuments in the mining districts, where no lines of public surveys have been or can be extended, and to secure accuracy of surveys and prevent conflicts. One or two miners cannot afford to have permanent monuments erected at their cost, in addition to paying for the survey of their claims, as required by law. The appropriation is also necessary to pay the expense of connecting mineral claims with each other, and thus show their relative positions by trigonometrical surveys, and secure accurate information as to their position, thus preventing conflicts and litigation.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Surveying Private-Land Claims in Arizona—							
Preliminary survey of unconfirmed and survey of confirmed private-land claims in Arizona, at a rate not exceeding $16 per linear mile, and office expenses.....	..... Appropriated..	R. S. 22	390 623	2223 1	.....	$8,000 00	$8,000 00
Surveying Private-Land Claims in New Mexico—							
Preliminary survey of unconfirmed and survey of confirmed private-land claims in New Mexico, at a rate not exceeding $16 per linear mile, and office expenses..	..... Appropriated..	R. S. 22	390 623	2223 1	.....	8,000 00	8,000 00
Surveying Confirmed Private-Land Claims in California—							
Survey of confirmed private-land claims in California, at the rates prescribed by law, including office expenses	..... Appropriated..	R. S. 22	390 623	2223 1	.....	5,000 00	10,000 00
Iron Monuments for Prairie Regions—							
Purchase of iron monuments, cost of transportation to the offices of surveyors-general, and storage, to mark the lines of public surveys passing over public lands devoid of timber and stone.....	Submitted.....	.....	.....	.....	.....	10,000 00	
NOTE.—It is intended to secure the permanency of nine corner boundaries in each township, to be planted at the distance of every second mile, which would protect them from destructive agencies, such as fire, winds, and cattle, and afford ready reference from which local surveyors could restore intervening corners constructed from perishable material.							
Protection and Improvement of Yellowstone National Park—							
Salaries:							
One superintendent	Appropriated..	22	626	1	$2,000 00		
One assistant superintendent and disbursing officer, who shall give bond in such sum as the Secretary of the Interior may require.....	.....do.....	.....	.....	.....	1,800 00		
Twenty park policemen, at $1,000 each.....	.....do.....	.....	.....	.....	20,000 00		
Current expenses:							
Subsistence of superintendent and police.....	.....do.....	.....	.....	.....	7,000 00		
Horses and equipments for superintendent and police; stables for horses; quarters for park police at convenient and proper points within the park, and furniture for same; forage for horses.....	.....do.....	.....	.....	.....	12,000 00		
Construction and improvement of roads and bridges.....	.....do.....	.....	.....	.....	50,000 00		
Warehouse for storage of property and supplies	.....do.....	.....	.....	.....	3,000 00		
Contingencies.....	.....do.....	.....	.....	.....	1,000 00		
						96,800 00	40,000 00
General Expenses, United States Geological Survey—							
For the Geological Survey, and the classification of the public lands, and examination of the geological structure, mineral resources, and products of the national domain, and to continue the preparation of a geological map of the United States, including the pay of temporary employés in the field and office, to be expended under the direction of the Secretary of the Interior...	Mar. 3, 1879 Mar. 3, 1883	20 22	394 624	1 1	.....	400,000 00	240,000 00
Total Surveying Public Lands.....	.....	.....	.....	.....	.....	1,162,800 00	731,000 00
MISCELLANEOUS OBJECTS.							
GOVERNMENT HOSPITAL FOR THE INSANE.							
Current Expenses, Government Hospital for the Insane—							
For the support, clothing, and treatment in the Government Hospital for the Insane of the insane of the Army, Navy, Marine Corps, the Revenue-Cutter Service, and the United States convict insane; also all persons who have become insane since their entry into the military or naval service of the United States, and of the indigent insane of the District of Columbia.....	..... Appropriated..	R. S. 22	938 625	4838, 4858 1	.....	$258,750 00	$202,500 00
NOTE.—The basis of this estimate is $225 per annum for each inmate, and is on the supposition that the average number of patients will not exceed 1,150. Congress has for some years past made provision for a part of this expense in the bill for the District of Columbia, and in view of the gradual increase in the numbers of the indigent insane from the District under treatment in the hospital, the amount appropriated in that bill has been increased from year to year. The amount for the fiscal year ending June 30, 1884, is $46,700. Should Congress see fit to augment this by the same ratio as hitherto, the amount in the District bill will be $50,436, leaving the sum of $208,314 to be appropriated in the sundry civil bill.							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
COLUMBIA INSTITUTION FOR THE DEAF AND DUMB.							
Current Expenses, Columbia Institution for the Deaf and Dumb—							
Support of the institution, including salaries and incidental expenses, and for books and illustrative apparatus, for general repairs and improvements	Appropriated..	22	625	1		$55,000 00	$55,000 00
HOWARD UNIVERSITY.							
Maintenance of Howard University—							
For part payment of salaries of officers, professors, teachers, and other regular employés	Appropriated..	22	626	1		16,500 00	15,000 00
NOTE.—See Appendix "Cc."							
FREEDMEN'S HOSPITAL AND ASYLUM.							
Support of Freedmen's Hopital and Asylum, Washington, D. C.—							
Subsistence	Appropriated..	22	626	1	$24,000 00		
Salaries and compensation, as follows: Surgeon-in-chief, two assistant surgeons, engineer, clerk, and matron, nurses, cooks, laundresses, teamsters, watchmen, and laborers	do				13,000 00		
Fuel and light	do				3,800 00		
Clothing, bedding, forage and transportation, and miscellaneous expenses	do				3,500 00		
Medicines and medical supplies	do				2,000 00		
Repairs and furniture	do				2,500 00		
Rent of hospital buildings and grounds	do				4,000 00		
Building four bath-rooms, (wards 3, 4, 7, and 8)	do				850 00		
Relaying of three thousand five hundred feet of flooring, (wards 5 and 6, and chapel)	do				600 00		
Building of four porches to female wards	do				850 00		
Building two-story porch on west front of main building, one hundred feet long	do				1,000 00		
						56,100 00	50,000 00
NOTE.—For explanation of this estimate, see Appendix "Nn."							
NATIONAL MUSEUM.							
Preservation of Collections, National Museum—							
Preservation, exhibition, and increase of the collections received from the surveying and exploring expeditions of the Government and other sources, including salaries or compensation of all necessary employés	Appropriated..	22	629	1	95,000 00		
And the director of the National Museum is hereby directed to report annually to Congress the progress of the Museum during the year and its present condition.							
Transfer and arrangement of the collections of the American Institute of Mining Engineers, presented to the Government	Submitted.....				10,000 00		
						105,000 00	90,000 00
Duplicate Deposit Collections, National Museum—							
For the preparation and installation of duplicate specimens belonging to the United States, for deposit with such State or national expositions as may be authorized by Congress to receive them	Submitted.....					5,000 00	
Preservation of Collections, National Museum, Armory Building—							
Care of the Armory buildings and grounds, and expense of watching, preservation, and storage of the duplicate collections of the Government, and the property of the United States Fish Commission contained therein, including salaries or compensation of all necessary employés	Appropriated..	22	629	1		3,500 00	2,500 00
Furniture and Fixtures, National Museum—							
Cases, furniture, and fixtures required for the exhibition of the collections of the United States National Museum, and for salaries or compensation of all necessary employés	Appropriated..	22	628	1		60,000 00	60,000 00
Heating and Lighting, National Museum—							
Expense of heating, lighting, and telephonic and electrical service	Appropriated..	22	629	1		6,000 00	6,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
SMITHSONIAN INSTITUTION.							
International Exchanges, Smithsonian Institution—							
Expenses of the international exchanges between the United States and foreign countries, under the direction of the Smithsonian Institution, including salaries or compensation of all necessary employés	Appropriated..	22	603	1		$10,000 00	$7,500 00
Furniture and Fixtures, Eastern Portion, Smithsonian Institution—							
For heating, gas-fitting, plumbing, and furnishing the eastern portion of the Smithsonian Institution	Submitted					15,000 00	
North American Ethnology, Smithsonian Institution—							
For the purpose of continuing ethnological researches among the American Indians, under the direction of the secretary of the Smithsonian Institution, including salaries or compensation of all necessary employés	Appropriated..	22	628	1		50,000 00	40,000 00
Total Miscellaneous Objects						640,850 00	528,500 00
Total Miscellaneous under Interior Department						2,802,750 00	2,135,500 00
UNDER DEPARTMENT OF JUSTICE.							
MISCELLANEOUS.							
Expenses of Territorial Courts in Utah Territory—							
Expenses of Territorial courts in Utah Territory: For contingent expenses of the courts, including fees of the United States district attorney and his assistants; the fees and per diems of United States commissioners and clerks; the fees, per diems, and travelling expenses of the United States marshal for the Territory, with the expenses of summoning jurors and subpœnaing witnesses; of arresting, guarding, and transporting prisoners, of hiring and feeding guards, and of supplying and caring for the penitentiary; to be paid under the direction and approval of the Attorney-General, upon accounts duly verified and certified	Appropriated..	22	630	1		$26,000 00	$26,000 00
Prosecution and Collection of Claims—							
Expenses for the prosecution and collection of claims due the United States, incurred and to be expended by the Attorney-General	Appropriated..	22	630	1		1,500 00	1,500 00
Defending Claims in Suits against the United States—							
Defending claims in suits against the United States, in defraying expenses incurred in the examination of witnesses, and procuring evidence in the matter of claims pending in any Department, including claims against the District of Columbia, and all necessary expenses incurred for defence in the Court of Claims, to be expended under the direction of the Attorney-General	Appropriated..	22	630	1		9,000 00	9,000 00
Punishing Violations of Intercourse Acts and Frauds—							
Detecting and punishing violations of the intercourse acts of Congress, and frauds committed in the Indian service, the same to be expended by the Attorney-General in allowing such fees and compensation to witnesses, jurors, marshals, and agents, and in collecting evidence and in defraying such other expenses as may be necessary for this purpose	Appropriated..	22	630	1		5,000 00	5,000 00
Prosecution of Crimes—							
Detection and prosecution of crimes against the United States, preliminary to indictment, and for the investigation of the official acts, accounts, and records of officers of the courts, including the investigation of the accounts of marshals, attorneys, clerks, and United States commissioners, under direction of the Attorney-General; and for this purpose all the records and dockets of these officers, without exception, shall be open to the examination of his duly authorized agents	Appropriated..	22	630	1		30,000 00	25,000 00
Total Miscellaneous under Department of Justice						71,500 00	66,500 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
JUDICIAL.							
UNITED STATES COURTS.							
Expenses of United States Courts—							
Defraying the expenses of the Supreme Court, the circuit and district courts of the United States, including the District of Columbia, of jurors and witnesses, of suits in which the United States is interested, of the prosecution of offences committed against the United States, of safe-keeping of prisoners, and of the enforcement of the act approved February 28, 1871, entitled "An act to amend an act approved May 30, 1870, entitled 'An act to enforce the rights of citizens of the United States to vote in the several States of the Union, and for other purposes,'" or any acts amendatory thereof or supplementary thereto, namely, those stated in the following itemized list:							
For fees and expenses of marshals and deputies.....	June 30, 1879 Aug. 7, 1882 Mar. 3, 1883	21 22 22	43 335,'6 630	1–3 1 1	$750,000 00		
For payments to district attorneys and their assistants, (including such expenses as the Attorney-General may approve in special cases, as part of the compensation, made necessary by ruling of First Auditor of the Treasury).....	Same acts.....	.....	.....	.....	400,000 00		
For fees of clerks.....	.....do.....	.....	.....	.....	210,000 00		
For fees of United States commissioners, and justices of the peace acting as United States commissioners.....	.....do.....	.....	.....	.....	160,000 00		
For fees of jurors, meals for impanelled jurors, and fees of jury commissioners: *Provided*, That jurors in Oregon, California, Nevada, and all of the Territories may elect to receive their actual and necessary expenses in lieu of the present statutory fees.....	.....do.....	.....	.....	.....	500,000 00		
For fees of witnesses, and extra pay to experts previously authorized by the Attorney-General: *Provided*, That witnesses in Oregon, California, Nevada, and all of the Territories may elect to receive their actual and necessary expenses in lieu of the present statutory fees.....	.....do.....	.....	.....	.....	610,000 00		
For support of prisoners, including necessary clothing and medical aid.....	.....do.....	.....	.....	.....	300,000 00		
For rent of rooms for United States courts.....	.....do.....	.....	.....	.....	60,000 00		
For expenses of bailiffs, furniture, collecting evidence where United States is a party at interest, stenographers, janitors, watchmen, and cleaners for rented court-rooms; interpreters, expenses of district judges who may be sent out of their districts, in pursuance of law, to hold a term of court, and other necessary and miscellaneous expenses.....	.....do.....	.....	.....	.....	325,000 00		
						$3,315,000 00	$2,925,000 00
Support of Convicts—							
Defraying the transportation, support, and maintenance of convicts transferred from the District of Columbia, and for all expenses necessary and incident to the collection of criminal statistics, to be disbursed under direction of the Attorney-General.....	Appropriated..	22	631	1	.....	10,000 00	10,000 00
Total Miscellaneous Judicial.....	.....	.....	.....	.....	.....	3,325,000 00	2,935,000 00
Total Miscellaneous.....	.....	.....	.....	.....	.....	25,293,965 10	21,236,513 04

FOREIGN INTERCOURSE.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
FOREIGN INTERCOURSE.							
UNDER DEPARTMENT OF STATE.							
Salaries of Ministers—							
Envoys extraordinary and ministers plenipotentiary to Great Britain, France, Germany, and Russia, at $17,500 each	..... Feb. 26, 1883	R. S. 22	293 424	1675 1	$70,000 00		
Envoys extraordinary and ministers plenipotentiary to Spain, Austria, Italy, Brazil, Mexico, Japan, and China, at $12,000 each	Same acts	.....	.....	.....	84,000 00		
Envoys extraordinary and ministers plenipotentiary to Chili and Peru, at $10,000 each, and to Turkey, at $7,500	..... July 1, 1882 Feb. 26, 1883	R. S. 22 22	293 128 424	1675 1 1	27,500 00		
Envoy extraordinary and minister plenipotentiary to United States of Colombia	..... Feb. 26, 1883	R. S. 22	293 424	1675 1	7,500 00		
Additional	Submitted	.....	.....	.....	2,500 00		
Envoy extraordinary and minister plenipotentiary to Tah Chosun, [Corea]	Feb. 26, 1883	22	431	2	5,000 00		
Additional	Submitted	.....	.....	.....	5,000 00		
Envoy extraordinary and minister plenipotentiary accredited to Guatemala, Costa Rica, Honduras, Salvador, and Nicaragua	..... July 1, 1882 Feb. 26, 1883	R. S. 22 22	293 128 424	1675 1 1	10,000 00		
Ministers resident in Belgium, Netherlands, Sweden and Norway, Venezuela, Hawaiian Islands, and Argentine Republic, at $7,500 each	..... Feb. 26, 1883	R. S. 22	293 424	1675 1	45,000 00		
Minister resident and consul-general to Bolivia	..... Feb. 26, 1883	R. S. 22	293 424	1675 1	5,000 00		
Additional	Submitted	.....	.....	.....	2,500 00		
Ministers resident and consuls-general to Liberia, Switzerland, Denmark, Portugal, Siam, Persia, and Hayti, (to be also accredited as chargé d'affaires to Santo Domingo,) at $5,000 each	..... Feb. 26, 1883	R. S. 22	293 424	1675 1	35,000 00		
Minister resident and consul-general to Roumania, Servia, and Greece	Same acts	.....	.....	.....	6,500 00		
Chargé d'affaires, Paraguay and Uruguay	.....do.....	.....	.....	.....	5,000 00		
Chargé d'affaires *ad interim* and diplomatic officers abroad	.....do.....	.....	.....	.....	20,000 00		
						$330,500 00	$320,500 00
Salaries, Secretaries of Legation—							
Secretaries of legation at London, Paris, St. Petersburgh, and Berlin, at $2,625 each	..... Feb. 26, 1883	R. S. 22	294 424	1675 1	10,500 00		
Secretary of legation at Vienna	..... Mar. 3, 1883	R. S. 22	294 603	1675 1	1,800 00		
Secretary of legation in Japan	..... Feb. 26, 1833	R. S. 22	294 424	1675 1	2,500 00		
Secretaries of legation in Brazil and Mexico, at $1,800 each	Same acts	.....	.....	.....	3,600 00		
Secretary to the legation at Peking, China	..... Submitted	R. S.	294	1680	3,000 00		
Interpreter to the legation at Peking, China	..... Submitted	R. S.	294	1680	5,000 00		
Secretary to the legation in Italy	..... Submitted	R. S.	294	1675	1,800 00		
Second secretaries to the legations in Great Britain, France, and Germany, at $2,000 each	..... Feb. 26, 1883	R. S. 22	294 424	1675 1	6,000 00		
Interpreter to the legation in Turkey	..... Feb. 26, 1883	R. S. 22	294 424	1678 1	3,000 00		
Interpreter to the legation and consulate-general in Persia	Submitted	.....	.....	.....	1,000 00		
Interpreter to the legation in Tah Chosun, [Corea]	.....do.....	.....	.....	.....	1,000 00		
Interpreter to the legation in Japan	..... Feb. 26, 1883	R. S. 22	294 425	1679 1	2,500 00		
Clerk to the legation in Spain	Jan. 27, 1879 Feb. 26, 1883	20 22	268 424	1 1	1,200 00		
Clerk to the legation in Central America	Feb. 24, 1881 Feb. 26, 1883	21 22	339 425	1 1	1,000 00		
						43,900 00	37,100 00
Contingent Expenses, Foreign Missions—							
Contingent expenses of foreign intercourse proper and of all missions abroad	Appropriated	22	425	1	85,000 00		
Additional	Submitted	.....	.....	.....	5,000 00		
						90,000 00	85,000 00
International Exchanges, Smithsonian Institution—							
For expenses of the international exchange between the United States and foreign countries, in accordance with the Paris convention of 1877, including salaries and compensation of all necessary employés, to be expended under the direction of the Secretary of State	Mar. 3, 1883	22	603	1	7,500 00		
Additional	Submitted	.....	.....	.....	2,500 00		
					10,000 00		

NOTE.—An estimate for this object is submitted by the Secretary of the Interior, and will be found on page 202.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
International Boundary Survey, United States and Mexico—							
To enable the President to execute the engagements of the convention of July 29, 1882, between the United States of America and the United States of Mexico, providing for an international boundary survey to relocate the existing frontier line between the two countries west of the Rio Grande, $224,556.75, or so much thereof as may be necessary	Treaty July 29, 1882. Submitted	22	986	.....	.....	$224,556 75	
International Commission for the Establishment of Electrical Units—							
For the payment of the actual and necessary expenses of two civilian experts, as delegates of the United States to an international commission for the establishment of electrical units	Mar. 3, 1883	22	603	1	.....	3,000 00	$12,500 00
Buildings and Grounds for Legations in China—							
Rent of buildings for legations and other purposes at Peking, or such other places in China as shall be designated	Feb. 26, 1883	22	430	1	.....	3,100 00	3,100 00
Repairs of United States Legation Buildings, Tangier—							
Repairing United States legation buildings at Tangier	Submitted	.....	.....	.....	.....	2,500 00	
Buildings for Legation in Tah Chosun, [Corea]—							
For the purchase of suitable buildings and grounds at Seôul, Corea, for the use of the United States legation and for the court-house and jail there, not to exceed three thousand two hundred dollars: *Provided*, That the title thereto shall absolutely pass to and be vested in the United States by deed of conveyance, and that the possession thereof, free from local charges and taxations, shall be guaranteed by the government of Corea	Submitted	.....	.....	.....	.....	3,200 00	
Annual Expense of Cape Spartel and Tangier Light, Coast of Morocco—							
Annual proportion of the expenses of Cape Spartel and Tangier light, on the coast of Morocco, including loss by exchange	Feb. 26, 1883	22	430	1	$285 00		
Additional	Submitted	.....	.....	.....	40 00		
						325 00	285 00
Expenses under the Neutrality Act—							
To meet the necessary expenses attendant upon the execution of the neutrality act, to be expended under the direction of the President, pursuant to the requirement of section 291 of the Revised Statutes	.....	R. S.	1029	5281, 5291	10,000 00		
	May 1, 1810	2	608	1–7			
	Feb. 26, 1883	22	430	1			
Additional	Submitted	.....	.....	.....	10,000 00		
						20,000 00	10,000 00
Publication of Consular and other Commercial Reports, Department of State—							
Printing and distributing the publications by the Department of State of the consular and other commercial reports, including circular letters to chambers of commerce	Feb. 26, 1883	22	430	1	20,000 00		
Additional	Submitted	.....	.....	.....	20,000 00		
						40,000 00	20,000 00
International Bureau of Weights and Measures—							
Contribution to the maintenance of the International Bureau of Weights and Measures for the calendar year 1885, in conformity with the terms of the convention signed May 24, 1875, to be expended under the direction of the Secretary of State, or so much thereof as may be necessary	Feb. 26, 1883	22	430	1	.....	2,270 00	3,620 00
International Prison Commission—							
Contribution to the maintenance of the International Prison Commission, to be expended under the direction of the Secretary of State	Feb. 26, 1883	22	430	1	.....	250 00	250 00
Transporting Remains of Ministers and Consuls to their Homes for Interment—							
Defraying the expenses of transporting the remains of ministers and consuls of the United States to their homes for interment where such ministers or consuls have died or may die abroad while in the discharge of their duties	Feb. 26, 1883	22	430	1	.....	10,000 00	10,000 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Repairing Monument to Benjamin A. Bidlack—							
Repairing and enclosing with an iron railing the monument above the grave of Benjamin A. Bidlack, formerly chargé d'affaires of the United States to the Republic of New Grenada, in the foreign cemetery at Bogota, $600, or so much thereof as may be necessary	Submitted					$600 00	
Salaries, Consular Service—							
Secretary of legation and consul-general at Constantinople.	July 1, 1882	22	129	1	$3,500 00		
	Feb. 26, 1883	22	425	1			
		R. S.	293	1675			
Secretary of legation and consul-general at Madrid	July 1, 1882	22	129	1	3,000 00		
	Aug. 7, 1882	22	603	1			
	Feb. 26, 1883	22	425	1			
Schedule B:							
Agent and consul-general at Cairo		R. S.	296	1690	5,000 00		
	Feb. 26, 1883	22	425	1			
Consuls-general at London, Paris, Havana, and Rio de Janeiro, at $6,000 each	Same acts				24,000 00		
Consuls-general at Calcutta and Shanghai, at $5,000 each	do				10,000 00		
Consul-general at Melbourne	do				4,500 00		
Consuls-general at Berlin, Kanagawa, and Montreal, at $4,000 each	do				12,000 00		
Consuls-general at St. Petersburg, Frankfort, and Halifax, at $3,000 each	do				9,000 00		
Consul-general at Vienna	Mar. 3, 1883	22	603	1	3,000 00		
	Feb. 26, 1883	22	425	1			
Consul-general at Rome	Feb. 24, 1881	21	340	1	3,000 00		
	Submitted						
Consul-general at Apia, in the Friendly and Navigator's Islands		R. S.	296	1690	3,000 00		
	Feb. 26, 1883	22	425	1			
Consul-general at the City of Mexico	Same acts				2,000 00		
Consul-general at Matamoras	Feb. 26, 1883	22	427	1	2,000 00		
Additional	Submitted				1,000 00		
Consul at Liverpool	Feb. 26, 1883	22	425	1	6,000 00		
Consulates—Class 1:							
Hong-Kong—Great Britain; and Honolulu—Hawaiian Islands, at $4,000 each	Feb. 26, 1883	22	425	1	8,000 00		
Class 2:							
Foo-Chow; Hankow; Canton; Amoy; Tien-Tsin; Chin Kiang; Ningpo—China; and Callao—Peru, at $3,500 each		R. S.	296	1690	28,000 00		
	Feb. 26, 1883	22	425	1			
Class 3:							
Ottawa; Manchester; Glasgow; Bradford; Demerara; Belfast—Great Britain. Havre—France. Matanzas—Spain. Vara Cruz—Mexico. Panama; Colon, (Aspinwall)—United States of Colombia. Buenos Ayres—Argentine Republic. Nagasaki; Osaka and Hiogo—Japan. Valparaiso—Chili, at $3,000 each		R. S.	296	1690	45,000 00		
	Feb. 26, 1883	22	425,'6	1			
Antwerp—Belgium	Same acts				2,500 00		
Additional	Submitted				500 00		
Class 4:							
Singapore; Tunstall; Birmingham; Sheffield; Dundee; Leith; Nottingham—Great Britain. Marseilles; Bordeaux; Lyons—France. Hamburg; Bremen; Dresden—Germany. Cienfuegos; Santiago de Cuba—Spain. Brussels—Belgium. Saint Thomas—Denmark. Smyrna—Turkey, at $2,500 each		R. S.	296	1690	45,000 00		
	Feb. 26, 1883	22	426	1			
Class 5:							
Cork; Dublin; Leeds; Toronto; Hamilton; St. John, New Brunswick; Kingston, Jamaica; Coaticook; Nassau, New Providence; Cardiff; Port Louis, Mauritius; Sydney, New South Wales—Great Britain. San Juan, Porto Rico—Spain. Tangier—Barbary States. Rotterdam—Netherlands. Odessa—Russia. Sonneberg; Nuremberg; Barmen; Cologne; Chemnitz; Leipsic; Crefeld—Germany. Trieste; Prague—Austria-Hungary. Basle; Zurich—Switzerland. Palermo—Italy. Acapulco—Mexico. Pernambuco—Brazil. Tamatave—Madagascar. Maracaibo—Venezuela. Montevideo—Uruguay. Beirut—Turkey, at $2,000 each		R. S.	296	1690	68,000 00		
	Feb. 26, 1883	22	426,'7	1			

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Consular Service—Continued.							
Class 6:							
Bristol; Newcastle; Auckland; Gibraltar; Cape Town; Saint Helena; Charlottetown, Prince Edward Island; Port Stanley; Clifton; Pictou; Winnipeg; Mayhé, Seychelles; Kingston, Canada; Prescott; Port Sarnia; Quebec; St. John, Canada; Barbadoes; Bermuda; Fort Erie; Goderich, Ontario; Amberstburg, Ontario; Windsor, Ontario; Southampton; Ceylon; Antigua; St. Stephen's; Malta—Great Britain. Nice; Martinique; Guadaloupe—France. Cadiz; Malaga; Barcelona—Spain. Fayal, Azores; Funchal—Portugal. Verviers and Liege—Belgium. Munich; Stuttgart; Mannheim; Aix-la-Chapelle—Germany. Amsterdam—Netherlands. Copenhagen—Denmark. Geneva—Switzetland. Genoa; Naples; Milan; Leghorn; Florence; Messina—Italy. Jerusalem—Turkey. Tampico—Mexico. Laguayra; Puerto Cabello—Venezuela. Bahia; Para—Brazil. Manila, Phillipine Islands—Spain. San Domingo—San Domingo. Guayaquil—Ecuador, at $1,500 each.....	..... Feb. 26, 1883	R. S. 22	296 427,'8	1690 1	88,500 00		
Schedule C—Class 7:							
Gaspé Basin; Windsor, Nova Scotia; Bombay; Sierra Leone; Turk's Island—Great Britain. Stettin—Germany. Nantes; Algiers—France. Venice—Italy. Cape Haytien—Hayti. Batavia—Netherlands. Rio Grande do Sul—Brazil. Ruatan and Truxillo, (to reside at Utilla)—Honduras. Mozambique—East Africa. Guaymas; Nuevo Laredo; Piedras Negras—Mexico. Zanzibar—Muscat. Santiago, Cape Verd Islands—Portugal. Tahiti—Society Islands. Talcahuano—Chili, at $1,000 each	..... Feb. 26, 1883	R. S. 22	296 428	1690 1	21,000 00		
Commercial agencies—Schedule C:							
Saint Paul de Loando, Levuka, Gaboon, San Juan del Norte, at $1,000 each.....	..... Feb. 26, 1883	R. S. 22	296 429	1690 1	4,000 00		
Eight consular clerks, at $1,200 each, and five consular clerks, at $1,000 each.....	..... Feb. 26, 1883	R. S. 22	304 425	1704 1	14,600 00		
						416,100 00	416,100 00
Allowance for Clerks at Consulates—							
Consul at Liverpool	June 11, 1874 Feb. 26, 1883	18 22	70 429	2 1	2,500 00		
Consuls-general at London, Paris, Havana, Shanghai, and Rio de Janeiro, at $2,000 each.....	Same acts.....	.....	.....	.....	10,000 00		
Consuls-general at Berlin, Frankfort, Vienna, and Kanagawa, and consuls at Hamburg, Bremen, Manchester, Lyons, Hong-Kong, Havre, Crefeld, and Chemnitz, at $1,500 each.....	.....do.....	.....	.....	.....	18,000 00		
Agent and consul-general at Cairo.....	Submitted	.....	.....	.....	1,200 00		
Consul-general at Montreal, and consuls at Bradford and Birmingham, at $1,200 each.....	June 11, 1874 Feb. 26, 1883	18 22	70 429	2 1	3,600 00		
Montreal, additional	Submitted	.....	.....	.....	300 00		
Consuls-general at Calcutta, Port au Prince, and Melbourne, and consuls at Leipsic, Sheffield, Sonneberg, Dresden, Marseilles, Nuremberg, Tunstall, Antwerp, Bordeaux, Colon, (Aspinwall,) Glasgow, and Singapore, at $1,000 each.....	June 11, 1874 Feb. 26, 1883	18 22	70 429	2 1	15,000 00		
Bordeaux, additional.....	Submitted	.....	.....	.....	500 00		
Consul-general at Halifax, and consuls at Belfast, Barmen, Leith, Dundee, and Matamoras, at $800 each ...	June 11, 1874 Feb. 26, 1883	18 22	70 429	2 1	4,800 00		
Barmen, additional.....	Submitted	.....	.....	.....	200 00		
Consul-general at St. Petersburg, and consuls at Palermo and Nottingham, at $800 each.....	.....do.....	.....	.....	.....	2,400 00		
Consul-general at Mexico, and consuls at Beirut, Naples, Genoa, Stuttgart, Florence, Mannheim, Prague, Zurich, Panama, and Demerara, at $600 each.....	June 11, 1874 Feb. 26, 1883	18 22	70 429	2 1	6,600 00		
Malaga	Submitted	.....	.....	.....	600 00		
Maracaibo	.....do.....	.....	.....	.....	600 00		
Additional allowance for clerks at consulates, to be expended at the above-named places, in the discretion of the Secretary of State	July 1, 1882 Submitted	22	134	1	4,000 00		
Additional allowance for clerks at consulates, to be expended under the direction of the Secretary of State at consulates not herein provided for in respect to clerk-hire, no greater portion of this sum than four hundred dollars to be allowed to any one consulate in any one fiscal year, six thousand dollars: *Provided*, That the total sum expended in any one year shall not exceed the amount herein appropriated	Feb. 26, 1883	22	429	1	6,000 00		
						76,300 00	66,500 00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
Salaries, Consular Officers not Citizens—							
Payment of consular officers not citizens of the United States	Feb. 26, 1883	22	429	1		$10,000 00	$10,000 00
Salaries, Interpreters to Consulates in China, Japan, and Siam—							
Japan, Shanghai, Tien-Tsin, Foo-Chow, and Kanagawa, at $2,000 each	June 11, 1874 Feb. 26, 1883	18 22	70 429	3 1	$8,000 00		
Hankow, Amoy, Canton, and Hong-Kong, at $750 each	Same acts				3,000 00		
Hankow, Amoy, Canton, and Hong-Kong, each $250 additional	Submitted				1,000 00		
Other consulates in China, Japan, and Siam	Feb. 26, 1883	22	429	1	5,000 00		
Additional allowance for interpreters in China, Japan, Corea, Siam, Turkey, and Persia, to be expended under the direction of the Secretary of State	Submitted				5,000 00		
						22,000 00	16,000 00
Expenses of Interpreters, Guards, &c., in the Turkish Dominions—							
Constantinople, Smyrna, Cairo, Jerusalem, and Beirut	Feb. 26, 1883	22	429	1	3,000 00		
Additional	Submitted				2,000 00		
						5,000 00	3,000 00
Salaries, Marshals for Consular Courts—							
Marshals for the consular courts in Japan, China, Siam, and Turkey, also Corea	R. S. Feb. 26, 1883	796 22	4111 429	1	9,000 00		
Additional	Submitted				1,000 00		
						10,000 00	9,000 00
Boat and Pay of Boat's Crew at Osaka and Hiogo—							
Boat for official use of the United States consul at Osaka and Hiogo, and pay of boat's crew	Feb. 26, 1883	22	429	1		500 00	500 00
Hire of Steam-Launch at Constantinople—							
Hiring of steam-launch for use of the legation and consulate-general at Constantinople	Feb. 26, 1883	22	429	1		1,000 00	1,000 00
Boat and Pay of Boat's Crew at Bangkok—							
Boat for official use of the United States minister and consul-general at Bangkok, and pay of boat's crew	Submitted					500 00	
Loss on Bills of Exchange, Consular Service—							
Loss by exchange on consular and other foreign service of the Department of State	Feb. 26, 1883	22	429	1		8,000 00	8,000 00
Contingent Expenses, United States Consulates—							
Stationery, book-cases, arms of the United States, seals, presses, and flags, rent, freight, postage, and other miscellaneous matters	R. S. Feb. 26, 1883	311 22	1748 429	1	110,000 00		
Additional	Submitted				40,000 00		
						150,000 00	110,000 00
Prisons for American Convicts—							
Rent of prisons for American convicts in Siam and Turkey, and for wages of keepers of the same	R. S. Feb. 26, 1883	792 22	4121 429	1	2,000 00		
Rent of prison for American convicts in China	R. S. Feb. 26, 1883	792 22	4122 430	1	1,500 00		
Wages of keepers, care of offenders, and expenses in China	Same acts				9,500 00		
Rent of prison for American convicts at Kanagawa, Japan	R. S. Feb. 26, 1883	792 22	4123 430	1	750 00		
Wages of keepers, care of offenders, and expenses in Japan	Same acts				5,000, 00		
						18,750 00	18,750 00
Rent of Court-House and Jail in Japan—							
Rent of court-house and jail, with grounds appurtenant, at Yeddo, or such other place in Japan as shall be designated	R. S. Feb. 26, 1883	793 22	4124 430	1		3,850 00	3,850 00
Bringing Home Criminals—							
Bringing home from foreign countries persons charged with crimes, and expenses incidental thereto	Feb. 26, 1883	22	430	1		5,000 00	5,000 00
Relief and Protection of American Seamen—							
Relief and protection of American seamen in foreign countries, or as much thereof as may be necessary	R. S. Feb. 26, 1883	881 22	4554 to 4591 430	1		50,000 00	50,000 00
Foreign Hospital at Panama—							
For annual contribution toward the support of the foreign hospital at Panama, $500, to be expended by the Secretary of State, upon the assurance that suffering seamen and citizens of the United States will be admitted to the privileges of said hospital	Submitted					500 00	

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year ending June 30, 1884.
		Vol. or R. S.	Page.	Sec.			
Rescuing Shipwrecked American Seamen—							
Expenses which may be incurred in acknowledging the services of masters and crews of foreign vessels in rescuing American seamen from shipwreck	Feb. 26, 1883	22	430	1		$4,500 00	$4,500 00
Shipping and Discharging Seamen—							
Expenses of shipping and discharging seamen at Liverpool, London, Cardiff, Belfast, and Hamburg	Feb. 26, 1883	22	430	1		6,000 00	6,000 00
Allowance to Widows or Heirs of Diplomatic and Consular Officers who die abroad—							
Allowance to widows or heirs of deceased diplomatic and consular officers for the time that would be necessarily occupied in making the transit from the post of duty of the deceased to his residence in the United States	..... Feb. 26, 1883	R. S. 22	311 430	1749 1		5,000 00	5,000 00
Rent for Consul-General at London—							
Rent, in lieu of the statutory allowance of 20 per cent. of salary, of consul-general at London	Submitted					2,400 00	
Total Foreign Intercourse						1,569,601 75	1,235,555 00

PERMANENT ANNUAL APPROPRIATIONS.

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't required for service of year ending June 30, 1885.	Estimated amount required for service of year ending June 30, 1884.	Amount appropriated for the fiscal year ended June 30, 1883.
SPECIFIC.							
UNDER THE TREASURY DEPARTMENT.							
Smithsonian Institution—							
Specific appropriation to pay for the erection of buildings and expenses of the Smithsonian Institution, being six per cent. on the fund derived from the bequest of James Smithson	.....	R. S.	728	3689	$42,180 00	$42,180 00	$21,090 00
Collecting Revenue from Customs—							
Specific appropriation of $2,750,000 for the expenses of collecting the revenue from customs for each half year, in addition to such sums as may be received from fines, penalties, and forfeitures connected with the customs, and from fees paid into the Treasury by customs officers,							
and from storage, cartage, drayage, labor, and services..	.....	R. S.	724	3687	5,500,000 00	5,500,000 00	5,500,000 00
NOTE.—The estimate of expenses for conducting the business of collecting the revenue from customs, required by section 5 of the act of August 5, 1882, to be submitted by the Secretary of the Treasury, will be made the subject of a separate communication to Congress.							
UNDER THE WAR DEPARTMENT.							
Arming and Equiping the Militia—							
Specific appropriation of $200,000 annually for the purpose of providing arms and military equipments for the whole body of the militia of the United States	.....	R. S.	290	1661	200,000 00	200,000 00	200,000 00
Total Permanent Specific Appropriations	.....	.....	.....	.....	5,742,180 00	5,742,180 00	5,721,090 00
INDEFINITE.							
EXECUTIVE.							
UNDER THE TREASURY DEPARTMENT.							
Return of Proceeds of Captured and Abandoned Property—							
Indefinite appropriation for the return of proceeds from the sale of captured and abandoned property to the owners thereof, who may, to the satisfaction of the Court of Claims, prove their right to and ownership of said property	.....	R. S.	724	3689	$20,000 00	$20,000 00	$124,551 38
Sinking-Fund—							
Indefinite appropriation of one per cent. of the entire debt of the United States, to be set apart as a sinking-fund for the purchase or payment of the public debt, in such manner as the Secretary of the Treasury shall from time to time direct	.....	R. S.	725	3689	18,383,549 87	18,841,717 28	44,897,256 96
	Apr. 17, 1876	19	33	2			
Indefinite appropriation of an amount equal to the interest on all bonds belonging to the sinking-fund, to be applied, as the Secretary of the Treasury shall from time to time direct, to the purchase or payment of the public debt	.....	R. S.	724	3688	27,886,207 08	26,975,023 79	
	Apr. 17, 1876	19	33	2			
NOTE.—The amount actually required for the sinking-fund cannot be accurately determined at the time the estimate is made, as it depends upon what the principal of the debt may be seven months subsequently. Changes are liable to occur in the outstanding amount represented by coin certificates, certificates of deposit, and fractional currency—which are considered as a part of the debt—as also in the accrued interest which may be due on the bonds obtained for the fund.							
Interest on the Public Debt—							
Indefinite appropriation for payment of interest on the public debt, viz:							
Navy-pension fund	July 1, 1864	13	414	1	47,622,589 28	50,622,589 28	55,282,243 98
	July 23, 1868	15	170	1			
Funded loan of 1881 continued	July 14, 1870	16	272	2			
	Jan. 20, 1871	16	399	1			
Funded loan of 1891	Same acts	.....	.....	.....			
Funded loan of 1907	do	.....	.....	.....			
Loan of July 12, 1882	July 12, 1882	22	165	11			
Refunding certificates	Feb. 26, 1879	20	321	1			
Interest on Pacific Railway Stock—							
Indefinite appropriation for payment of interest on the public debt	.....	R. S.	725	3689	3,877,410 72	3,877,410 72	3,877,887 27
	July 1, 1862	12	489	1			
	July 2, 1864	13	356	1			

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for service of year ending June 30, 1885.	Estimated amount required for service of year ending June 30, 1884.	Amount appropriated for the fiscal year ended June 30, 1883.
		Vol. or R. S.	Page.	Sec.			
Salaries and Expenses of Steamboat Inspectors— Indefinite appropriation of the revenues received into the Treasury from the inspection of steam-vessels, and the licensing the officers of such vessels; for the payment of the salaries of all supervising inspectors, local inspectors, assistant inspectors, Supervising Inspector-General and clerks, together with their travelling and other expenses when on official duty; and for all instruments, books, blanks, stationery, furniture, and other things necessary to carry into effect the provisions of this act.....	.....	R. S.	724	3689	$240,000 00	$240,000 00	$236,613 03
Salaries and Expenses, Special Inspectors of Foreign Steam-Vessels— Indefinite appropriation to pay the salaries of special inspectors of foreign steam-vessels, authorized to be appointed by the Secretary of the Treasury by the act of August 7, 1882, and for the travelling, contingent, and other expenses of the same, and for clerical help.....	Aug. 7, 1882	22	346	1–6	20,000 00	20,000 00	20,164 04
Refunding to National Banking Associations Excess of Duty— Indefinite appropriation of such sums as may have been paid by national banks in excess of the amounts due from them on account of the duty required to be paid to the Treasurer of the United States.....	.....	R. S.	1009	5218	500 00	500 00	848 29
Refunding Proceeds of Cotton Seized— Indefinite appropriation of the amount actually covered into the Treasury as net proceeds of the sale of cotton unlawfully seized by the agents of the Government, after the thirtieth day of June, eighteen hundred and sixty-five, which is required to be paid to the lawful owners thereof or their legal representatives.....	May 18, 1872	17	134	5	1,000 00	1,000 00	
To Promote the Education of the Blind— Indefinite appropriation of the interest on the investment and reinvestment in United States bonds of the principal sum of two hundred and fifty thousand dollars set apart as a perpetual fund for the purpose of aiding the education of the blind in the United States of America, through the American Printing House for the Blind.....	Mar. 3, 1879	20	468	1–3	10,000 00	10,000 00	10,000 00
Coinage of the Standard Silver Dollar— Indefinite appropriation of an amount sufficient to carry out the provisions of section 1 of "An act to authorize the coinage of the standard silver dollar, and to restore its legal-tender character," approved February 28, 1878..	Feb. 28, 1878	20	25	1	160,000 00	160,000 00	169,676 09
Allowance or Drawback, (Internal Revenue)— Indefinite appropriation to pay allowance or drawback on articles on which any internal duty or tax shall have been paid when said articles are exported.....	.....	R. S.	725	3689	50,000 00	50,000 00	52,004 86
Refunding Taxes Illegally Collected, (Internal Revenue)— Indefinite appropriation to refund and pay back taxes erroneously or illegally assessed or collected under the internal-revenue laws.....	.....	R. S.	725	3689	60,000 00	70,000 00	601,901 04
Refunding Moneys Erroneously Received and Covered into the Treasury, (Internal Revenue)— Indefinite appropriation to refund moneys received and covered into the Treasury before the payment of legal and just charges against the same.....	.....	R. S.	725	3689	200 00	200 00	66 30
Redemption of Stamps, (Internal Revenue)— Indefinite appropriation of such sum of money as may be necessary to repay the amount or value paid for stamps which may have been spoiled, destroyed, or rendered useless or unfit for the purpose intended, or which, through mistake, may have been improperly or unnecessarily used.....	.....	R. S.	725	3689	125,000 00	175,000 00	42,654 73

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for service of year ending June 30, 1885.	Estimated amount required for service of year ending June 30, 1884.	Amount appropriated for the fiscal year ended June 30, 1883.
		Vol. or R. S.	Page.	Sec.			
Marine-Hospital Establishment, (Customs)—							
Indefinite appropriation of the money collected from masters or owners of vessels of the United States, at the rate of forty cents per month for every seaman employed, to constitute a general fund to be used for the benefit and convenience of sick and disabled American seamen.....	.....	R. S.	726	3689	$460,000 00	$460,000 00	$461 110 40
Indefinite appropriation of the proceeds of leases and sales of marine-hospital buildings, and lands appertaining thereto, for the Marine-Hospital Establishment.....	.....	R. S.	729	3692			
Collecting Revenue from Customs—							
Indefinite appropriation of such sums as may be received during each year from fines, penalties, and forfeitures connected with the customs, and from storage, cartage, drayage, and labor; for the payment of expenses of collecting the revenue from customs—this sum being in addition to the specific appropriation of $2,750,000 each half year for this purpose made by the same act.....	.....	R. S.	724	3687	1,000,000 00	1,000,000 00	997,168 31
Detection and Prevention of Frauds on Customs Revenue—							
That the Secretary of the Treasury be, and he is hereby, authorized to expend, out of the appropriation for defraying the expenses of collecting the revenue from customs, such amount as he may deem necessary, not exceeding one hundred thousand dollars per annum, for the detection and prevention of frauds upon the customs revenue.....	Mar. 3, 1879	20	386	1	70,000 00	70,000 00	76,600 95
Expenses of Regulating Immigration, (Customs)—							
That there shall be levied, collected, and paid a duty of fifty cents for each and every passenger not a citizen of the United States who shall come by steam or sail vessel from a foreign port to any port within the United States. The said duty shall be paid to the collector of customs of the port to which such passenger shall come, or if there be no collector at such port, then to the collector of customs nearest thereto, by the master, owner, agent, or consignee of every such vessel, within twenty-four hours after the entry thereof into such port. The money thus collected shall be paid into the United States Treasury, and shall constitute a fund to be called the immigrant fund, and shall be used, under the direction of the Secretary of the Treasury, to defray the expense of regulating immigration under this act, and for the care of immigrants arriving in the United States, for the relief of such as are in distress, and for the general purposes and expenses of carrying this act into effect. The duty imposed by this section shall be a lien upon the vessels which shall bring such passengers into the United States, and shall be a debt in favor of the United States against the owner or owners of such vessels; and the payment of such duty may be enforced by any legal or equitable remedy: *Provided*, That no greater sum shall be expended for the purposes hereinbefore mentioned, at any port, than shall have been collected at such port.....	Aug. 3, 1882	22	214	1	160,000 00	160,000 00	127,345 97
Unclaimed Merchandise, (Customs)—							
Indefinite appropriation to repay to claimants the overplus received from the sale of unclaimed merchandise, on due proof of their property and entitlement.....	.....	R. S.	726	3689	2,000 00	2,000 00	2,565 18
Repayment to Importers Excess of Deposits, (Customs)—							
Indefinite appropriation to repay to importers the excess of deposits for unascertained duties, or duties or other moneys paid under protest.....	.....	R. S.	726	3689	3,750,000 00	3,750,000 00	4,300,582 55
Debentures or Drawbacks, Bounties or Allowances, (Customs)—							
Indefinite appropriation for the payment of debentures or drawbacks, bounties and allowances, which are or may be authorized, and payable according to laws authorizing them: *Provided*, The collectors of customs shall be the disbursing agents to pay the same.....	.....	R. S.	725	3689	2,000,000 00	2,000,000 00	2,257,730 33
Debentures and other Charges, (Customs)—							
Indefinite appropriation to pay debentures and other charges arising from duties, the revenue remaining in the hands of the collecting officers not being sufficient to pay said debentures.....	.....	R. S.	725	3689	200 00	200 00	25 23

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for service of year ending June 30, 1885.	Estimated amount required for service of year ending June 30, 1884.	Amount appropriated for the fiscal year ended June 30, 1883.
		Vol. or R. S.	Page.	Sec.			
Refunding Duties on Goods Destroyed, (Customs)— Indefinite appropriation for refunding duties paid or accruing on goods, wares, or merchandise injured or destroyed by accidental fire or other casualty, while in the custody of the officers of customs, in any public or private warehouse under bond, or in the appraisers' stores undergoing appraisal, in pursuance of law or regulations of the Treasury Department, or while in transportation under bond from the port of entry to any other port of the United States		R. S.	726	3689	$1,000 00	$1,000 00	
Refunding Moneys Erroneously Received and Covered, (Customs)— Indefinite appropriation to refund moneys received and covered into the Treasury before the payment of legal and just charges against the same		R. S.	725	3689	200 00	200 00	$126 70
Total Permanent Indefinite under Treasury Department					105,899,856 95	108,506,841 07	113,539,123 59
UNDER THE WAR DEPARTMENT.							
Soldiers' Home— Indefinite appropriation of all stoppages or fines adjudged against soldiers by sentence of courts-martial, over and above any amount that may be due for the reimbursement of Government or of individuals; all forfeitures on account of desertion; and all moneys belonging to the estates of deceased soldiers, which now or may hereafter be unclaimed for the period of three years subsequent to the death of said soldier or soldiers, to be repaid by the commissioners of the institution, upon the demand of the heirs or legal representatives of the deceased		R. S.	727	3689	$200,000 00	$200,000 00	$147,798 82
Transportation of the Army and its Supplies, Pacific Railroads— That for the proper adjustment of the accounts of the Union Pacific, Central Pacific, Kansas Pacific, Western Pacific, and Sioux City and Pacific Railroad Companies, respectively, for services which have been or may be hereafter performed for the Government for transportation of the Army and transportation of the mails, the Secretary of the Treasury is hereby authorized to make such entries upon the books of the Department as will carry to the credit of said companies the amounts so earned or to be earned by them during each fiscal year, and withheld under the provisions of section fifty-two hundred and sixty of the Revised Statutes, and of the act of Congress approved May seventh, eighteen hundred and seventy-eight: *Provided*, That this shall not authorize the expenditure of any money from the Treasury, nor change the method now provided by law for the auditing of such claims against the Government: *Provided, further*, That this paragraph shall not be so construed as to be a disposition of any moneys due or to become due to or from said companies, respectively, or to in any way affect their rights or duties, or the rights of the United States under existing laws, it being only intended hereby to enable the proper accounting officers to state on the books of the Treasury the accounts between the Government and said companies, respectively		R. S. May 7, 1878 Mar. 3, 1879	1018 20 20	5260 2 1	750,000 00	750,000 00	1,663,151 30
NOTE.—The amount appropriated for the adjustment of these accounts is deposited in the Treasury to the credit of the respective roads, under section 5260, Revised Statutes, and section 2, act May 7, 1878, (20 Stats., page 58.)							
Ordnance Material, (Proceeds of Sales—War)— Indefinite appropriation of an amount equal to the proceeds of sales of useless ordnance material by the War Department covered into the Treasury, to be applied to the purpose of procuring a supply of material adapted in manufacture and calibre to the present wants of the service; but there shall be expended, under this provision, not more than seventy-five thousand dollars in any one year	Mar. 3, 1875	18	388	1	75,000 00	75,000 00	82,500 00
NOTE.—The excess over $75,000 expended in 1884 is authorized by act March 11, 1882, (22 Stats., p. 28.)							

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for service of year ending June 30, 1885.	Estimated amount required for service of year ending June 30, 1884.	Amount appropriated for the fiscal year ended June 30, 1883.
		Vol. or R. S.	Page.	Sec.			
Constructing Jetties and other Works at South Pass, Mississippi River— That the requisite amount is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to enable the Secretary of War to cause to be paid all money that may become due and owing to James B. Eads and his associates, or that may become payable to said Eads, his assigns or legal representatives, in accordance with the provisions of the act approved March third, eighteen hundred and seventy-five, and the acts amendatory thereof, and to continue the monthly payments in the manner and to the full extent of the amount specified in the act approved June nineteenth, eighteen hundred and seventy-eight, chapter three hundred and thirteen, Statutes at Large: *Provided*, That nothing herein contained shall be held or construed as waiving or impairing any right which the United States may have under the original act hereinbefore referred to, or the several acts amendatory thereof: *And provided further*, That nothing in this act shall be construed as making an appropriation for the payment of the one million of dollars which by the provisions of the act of March third, eighteen hundred and seventy-five, are to remain as security in the possession of the United States, and only to become payable, one-half at the end of ten years and the residue at the end of twenty years, after the completion of the work provided for in said act, as ascertained and determined by the Secretary of War.....	May 13, 1879	21	4	1	$150,000 00	$150,000 00	$150,000 00
Operating and Care of Canals— And hereafter, for the purpose of operating and keeping in repair the Des Moines Rapids Canal, and Saint Mary's Falls Canal, and Saint Clair Flats Canal, and the Louisville and Portland Canal, the Secretary of War is authorized to draw his requisition on the Secretary of the Treasury from time to time, which requisition shall be paid out of any money in the Treasury not otherwise appropriated	Mar. 3, 1881	21	478	1	150,000 00	150,000 00	199,200 00
Removing Sunken Vessels or Craft Obstructing or Endangering Navigation— Indefinite appropriation of the proceeds of the sales of sunken vessels or craft and cargo removed from navigable waters obstructed thereby, under the provisions of the act of June 14, 1880.....	June 14, 1880	21	197	4	10,000 00	10,000 00	24,392 24
Total Permanent Indefinite under War Department...	.....	.....	.....	.....	1,335,000 00	1,335,000 00	2,267,042 36
UNDER THE NAVY DEPARTMENT.							
Ordnance Material, (Proceeds of Sales—Navy)— Indefinite appropriation of an amount equal to the proceeds of sales of useless ordnance material by the Navy Department, covered into the Treasury, to be applied to the purpose of procuring a supply of material adapted in manufacture and calibre to the present wants of the service; but there shall be expended, under this provision, not more than seventy-five thousand dollars in any one year.....	Mar. 3, 1875	18	388	1	$2,000 00	$2,000 00	$1,654 50
Sales of Small-Arms— Indefinite appropriation of the amount realized from the sale of rifled small-arms and carbines of calibre "fifty," now used in the Navy, as well as the cartridges adapted to them, (now or which may be on hand,) by the chief of the Bureau of Ordnance of the Navy Department, in such manner and upon such terms and conditions as may be approved by the Secretary of the Navy; the proceeds of which shall be used, under the direction of the Secretary of the Navy, in the purchasing of arms and ammunition of the calibre of small-arms in use by the United States Army.....	June 20, 1878	20	242	1	12,000 00	12,000 00	11,926 11
Prize-Money to Captors— For one moiety of the proceeds of prizes captured by vessels of the United States, to be distributed to the officers and crews thereof, in conformity to the provisions of title "Prize," (Revised Statutes;) also, the proceeds of derelict and salvage cases adjudged by the courts of the United States to salvors.....	....	R. S. R. S. R. S.	728 897 905	3689 4613 4562	7,000 00	5,000 00	1,403 08

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for service of year ending June 30, 1885.	Estimated amount required for service of year ending June 30, 1884.	Amount appropriated for the fiscal year ended June 30, 1883.
		Vol. or R. S.	Page.	Sec.			
Gratuity to Machinists in lieu of Re-enlistment—							
Indefinite appropriation of an amount necessary to carry out the provisions of the act of June 16, 1880, (21 Stats., page 290,) relating to machinists in the Navy	June 16, 1880	21	290	1	$10,000 00	$10,000 00	$13,000 00
Indemnity to Seamen and Marines for Lost Clothing—							
Indefinite appropriation to allow and pay to each person, not an officer, employed on a vessel of the United States, sunk or otherwise destroyed, and whose personal effects have been lost, a sum not exceeding sixty dollars. In the event of the death of the person, this sum is to be paid to his legal representatives	.....	R. S.	727	3689	1,000 00	1,000 00	1,620 00
Total Permanent Indefinite under Navy Department	.....	.....	.....	.....	32,000 00	30,000 00	29,603 69
UNDER THE INTERIOR DEPARTMENT.							
Deposits by Individuals for Surveying Public Lands—							
Indefinite appropriation of the amount deposited by individuals to pay the cost and expenses incident to the survey of lands, not mineral or reserved, upon which they have settled, any excess of the sums so deposited, over and above the actual cost of surveys, comprising all expenses incident thereto, for which they were severally deposited, to be repaid to the depositors, respectively	.....	R. S.	728	3689	$1,200,000 00	$1,200,000 00	$1,876,923 75
Indemnity for Swamp-Lands to States—							
Indefinite appropriation to pay to the States the proceeds of swamp-lands within their limits which may have been erroneously sold by the United States	.....	R. S.	728	3689	100,000 00	100,000 00	107,342 39
Refunding Money for Lands Erroneously Sold—							
Indefinite appropriation to pay to the purchaser or purchasers the sum or sums of money received for lands erroneously sold by the United States	.....	R. S.	728	3689	5,000 00	5,000 00	52,998 19
Maryland Institution for Instruction of the Blind—							
Indefinite appropriation to pay for the instruction of the indigent blind children formerly instructed in the "Columbia Institution for the Instruction of the Deaf, Dumb, and Blind," in Maryland, or some other State	.....	R. S.	728	3689	5,000 00	5,000 00	3,987 00
Five, Three, and Two per Cent. Fund to States, (Lands)—							
Indefinite appropriation to pay the several States five per cent. (two and three per cent. only to certain of the States,) of the net proceeds of sales of all public lands lying within their limits, for the purpose of education, or of making public roads and improvements. The amounts paid during the fiscal year ended June 30, 1883, were: To Alabama, $8,491.46; to Arkansas, $1,592.13; to Kansas, $32,375.99, to Minnesota, $17,938.39; to Mississippi, $966.39; to Nebraska, $3,082.28; to Wisconsin, $11,416.78	..... Feb. 20, 1811 Mar. 1, 1817 Mar. 2, 1819 June 23, 1836 Sept. 4, 1841 Jan. 29, 1861 Apr. 19, 1864 Mar. 3, 1875	R. S. 2 3 3 5 5 12 13 18	728 643 348 491 58 457 127 49 476	3689 5 5 6 1 16, 17 3 12 12	70,000 00	75,000 00	75,863 42
Maintenance and Education of Helen and Heloise Lincoln—							
Indefinite appropriation to pay interest on five thousand dollars reserved from annuities due Kiowa Indians, to be used for the maintenance, education, and support during their lifetime, until they attain the age of twenty-one years, of Helen and Heloise Lincoln, when the principal shall be paid them	May 15, 1870	16	377	1, 2	250 00	250 00	125 00
Maintenance and Education of Adelaide and Julia German—							
Indefinite appropriation to pay interest on five thousand dollars reserved from annuities due, or to become due, Cheyenne Indians, to be used for the maintenance, education, and support of Adelaide and Julia German until they attain the age of twenty-one years, when the principal and all unexpended interest shall be paid them	Mar. 3, 1875	18	424	1	250 00	250 00	250 00
Maintenance and Education of Catharine and Sophia Germain—							
Indefinite appropriation to pay interest on five thousand dollars reserved from annuities due, or to become due, Cheyenne Indians, to be used for the maintenance, education, and support of Catharine and Sophia Germain until they attain the age of twenty-one years, when the principal and all unexpended interest shall be paid them	Mar, 1, 1879	20	603	1	.....	.....	125 00
Total Permanent Indefinite under the Interior Department	.....	.....	.....	.....	1,380,500 00	1,385,500 00	2,117,614 75

Estimates of appropriations required for the service of the fiscal year ending June 30, 1885—Continued.

General object, (title of appropriation,) and details and explanations.	Date of acts, or treaties, providing for the expenditure.	References to Stats. at Large, or to Revised Statutes.			Estimated am't required for service of year ending June 30, 1885.	Estimated amount required for service of year ending June 30, 1884.	Amount appropriated for the fiscal year ended June 30, 1883.
		Vol. or R. S.	Page.	Sec.			
POST OFFICE DEPARTMENT.							
Mail Transportation, Pacific Railroads—							
That for the proper adjustment of the accounts of the Union Pacific, Central Pacific, Kansas Pacific, Western Pacific, and Sioux City and Pacific Railroad Companies, respectively, for services which have been or may be hereafter performed for the Government for transportation of the Army and transportation of the mails, the Secretary of the Treasury is hereby authorized to make such entries upon the books of the Department as will carry to the credit of said companies the amounts so earned or to be earned by them during each fiscal year, and withheld under the provisions of section fifty-two hundred and sixty of the Revised Statutes, and of the act of Congress approved May seventh, eighteen hundred and seventy-eight: *Provided*, That this shall not authorize the expenditure of any money from the Treasury nor change the method now provided by law for the auditing of such claims against the Government: *Provided further*, That this paragraph shall not be so construed as to be a disposition of any moneys due or to become due to or from said companies, respectively, or to, in any way, affect their rights or duties, or the rights of the United States, under existing laws, it being only intended hereby to enable the proper accounting officers to state on the books of the Treasury the accounts between the Government and said companies, respectively.....	..... May 7, 1878 Mar. 3, 1879	R. S. 20 20	1018 58 420	5260 2 1	$500,000 00	$500,000 00	$937,832 78
NOTE.—The amount appropriated for the adjustment of these accounts is deposited in the Treasury to the credit of the respective roads, under section 5260, Revised Statutes, and section 2, act May 7, 1878, (20 Stats., page 58.)							
Total Permanent Indefinite under Post-Office Department.....	.....	.....	.....	.....	500,000 00	500,000 00	937,832 78
DEPARTMENT OF JUSTICE.							
Fees for Supervisors of Elections—							
Indefinite appropriation to pay supervisors of elections compensation, apart from and in excess of all fees allowed by law, for the performance of any duty as circuit-court commissioner.....	.....	R. S.	729	3689	250,000 00	30,000 00	207,863 85
Total Permanent Indefinite under Executive.....	.....	.....	.....	.....	109,397,356 95	111,787,341 07	119,099,081 02
JUDICIAL.							
SUPREME COURT OF THE UNITED STATES.							
Salary and Expenses, Reporter of Supreme Court—							
The reporter of the decisions of the Supreme Court of the United States shall be entitled to receive from the Treasury an annual salary of four thousand five hundred dollars when his report of said decisions constitutes one volume, and an additional sum of one thousand two hundred dollars when, by direction of the court, he causes to be printed and published in any year a second volume, and said reporter shall be annually entitled to clerk-hire in the sum of one thousand two hundred dollars, and to office-rent, stationery, and contingent expenses in the sum of six hundred dollars, and an amount sufficient for the payment of said sums is hereby appropriated: *Provided*, That the above provision shall not apply to decisions of the court pronounced at the last term thereof, but that said decisions shall be printed and the volumes containing them delivered to the Secretary of the Interior as prescribed by existing laws; and an amount sufficient to pay the salary and compensation of the reporter in connection therewith is hereby appropriated: *And provided further*, That the volumes of the decisions which said court shall hereafter pronounce shall be furnished by the reporter to the public at a sum not exceeding two dollars per volume, and the number of volumes now required to be delivered to the Secretary of the Interior shall be furnished by the reporter without any charge therefor.....	Aug. 5, 1882	22	254	1	$7,500 00	$7,500 00	$6,300 00
Total Permanent Indefinite under Judicial	.....	.....	.....	.....	7,500 00	7,500 00	6,300 00
Total Permanent Specific and Indefinite Appropriations.	.....	.....	.....	.....	115,147,036 95	117,537,021 07	124,826,471 02

RECAPITULATION.

RECAPITULATION

RECAPITULATION BY TITLES.

Objects.	Estimates for 1885.	Appropriations for 1884.
LEGISLATIVE.		
UNITED STATES SENATE.		
Salaries and mileage of Senators	$413,000 00	$413,000 00
General salary account of the Senate	259,042 10	276,044 60
Pay of Capitol police, (Senate share)	18,300 00	18,300 00
Reporting proceedings and debates, Senate	25,000 00	25,000 00
Preparing and compiling Congressional Directory	1,200 00	1,200 00
Contingent expenses of the Senate	93,120 00	94,120 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	48,540 55
Total United States Senate	809,662 10	876,205 15
HOUSE OF REPRESENTATIVES.		
Salaries and mileage of Members and Delegates	$1,805,624 00	$1,805,624 00
General salary account of the House	336,687 00	364,028 20
Pay of Capitol police, (House share)	18,300 00	18,300 00
Contingent expenses of the House	134,812 00	136,107 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	91,144 41
Total House of Representatives	2,295,423 00	2,415,203 61
LEGISLATIVE MISCELLANEOUS.		
General salary account, office of Public Printer	$15,300 00	$15,300 00
Contingent expenses, office of Public Printer	3,000 00	3,000 00
General salary account, Library of Congress	38,560 00	36,640 00
Increase of Library of Congress	13,000 00	13,000 00
Contingent expenses, Library of Congress	1,500 00	1,500 00
General salary account of Botanic Garden	11,700 00	11,700 00
Improving Botanic Garden	12,100 00	10,000 00
General salary account, Court of Claims	29,840 00	29,840 00
Contingent expenses, Court of Claims	4,000 00	4,000 00
Total Legislative Miscellaneous	129,000 00	124,980 00
Total Legislative	3,234,085 10	3,416,388 76
EXECUTIVE.		
EXECUTIVE PROPER.		
Salary of the President	$50,000 00	$50,000 00
Salary of the Vice-President	8,000 00	8,000 00
General salary account of Executive office	37,064 00	36,064 00
Contingent expenses of Executive office	8,000 00	8,000 00
Salaries and expenses, Civil Service Commission	28,700 00	27,300 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	17,814 80
Total Executive Proper	131,764 00	147,178 80
DEPARTMENT OF STATE.		
General salary account	$112,350 00	$112,350 00
Publication of annual statutes	4,000 00	4,000 00
Postage	4,000 00	3,000 00
Contingent expenses	15,280 00	15,280 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	2,419 91
Total Department of State	135,630 00	137,049 91
TREASURY DEPARTMENT.		
General salary account	$3,154,447 75	$2,952,979 75
Stationery	35,000 00	35,000 00
Postage	23,500 00	23,500 00
Contingent expenses	100,800 00	106,300 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	140 79
Total Treasury Department	3,313,747 75	3,117,920 54
INDEPENDENT TREASURY.		
General salary account	$362,280 00	$357,000 00
Compensation of special agents	4,000 00	4,000 00
Checks and drafts	28,000 00	3,000 00
Total Independent Treasury	394,280 00	364,000 00

Recapitulation by Titles—Continued.

Objects.	Estimates for 1885.	Appropriations for 1884.
MINTS AND ASSAY OFFICES.		
General salary account	$241,230 00	$241,230 00
Wages of workmen	715,000 00	712,000 00
Contingent expenses	278,300 00	274,000 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	77 25
Total Mints and Assay Offices	1,234,530 00	1,227,307 25
TERRITORIAL GOVERNMENTS.		
General salary account	$111,200 00	$111,200 00
Legislative expenses	114,179 80	80,635 00
Contingent expenses	5,500 00	4,000 00
Compensation and expenses, Utah Commission	40,000 00	40,000 00
Compensation and expenses officers of election, Utah	25,000 00	25,000 00
Total Territorial Governments	295,879 80	260,835 00
INTERNAL REVENUE.		
Expenses of assessing and collecting	$4,150,000 00	$4,275,000 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	7,054 06
Total Internal Revenue	4,150,000 00	4,282,054 06
WAR DEPARTMENT.		
General salary account	$1,970,065 00	$1,894,895 00
Stationery	30,000 00	30,000 00
Postage	123,000 00	143,000 00
Contingent expenses and rent	108,700 00	98,100 00
Salaries of employés, public buildings and grounds under Chief Engineer	49,060 00	41,960 00
Contingent expenses, public buildings and grounds under Chief Engineer	1,400 00	1,400 00
Salaries, office of superintendent of State, War, and Navy Department building	83,460 00	82,300 00
Fuel, lights, &c., State, War, and Navy Department building	36,106 00	34,000 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	3,500 00
Total War Department	2,401,791 00	2,329,155 00
NAVY DEPARTMENT.		
General salary account	$254,840 00	$237,080 00
Contingent and miscellaneous expenses	108,136 00	42,936 00
Postage	2,000 00	2,000 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	2,000 00
Total Navy Department	364,976 00	284,016 00
INTERIOR DEPARTMENT.		
General salary account	$3,747,634 00	$3,521,344 00
Contingent expenses, rent, and miscellaneous	252,295 00	176,135 00
Stationery	66,500 00	60,000 00
Postage	48,000 00	33,000 00
Scientific library	5,000 00	5,000 00
Plates for the Patent-Office Official Gazette	42,000 00	35,000 00
Photolithographing	85,000 00	80,000 00
Appropriations for 1884 and not asked for in 1885, including deficiencies and miscellaneous*	.....	49,493 98
Total Interior Department	4,246,429 00	3,959,972 98
PUBLIC LAND OFFICES.		
General salary account of surveyors-general	$190,400 00	$153,500 00
POST-OFFICE DEPARTMENT.		
General salary account	$699,940 00	$681,980 00
Contingent expenses	136,600 00	116,900 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	12,975 00
Total Post-Office Department	836,540 00	811,855 00
DEPARTMENT OF AGRICULTURE.		
General salary account	$144,840 00	$127,640 00
Contingent expenses	15,000 00	14,000 00
Postage	4,000 00	4,000 00
Collecting agricultural statistics	150,300 00	80,000 00
Purchase and distribution of seeds	75,000 00	75,000 00
Experimental garden and grounds	19,500 00	15,500 00
Museum and herbarium	1,000 00	1,000 00
Furniture, cases, and repairs	6,000 00	6,000 00
Library	1,500 00	1,500 00

Recapitulation by Titles—Continued.

Objects.	Estimates for 1885.	Appropriations for 1884.
DEPARTMENT OF AGRICULTURE—CONTINUED.		
Laboratory	$30,000 00	$16,000 00
Investigating the history of insects injurious to agriculture	20,000 00	20,000 00
Investigating diseases of domesticated animals	25,000 00	25,000 00
Reclamation of arid and waste lands	10,000 00	10,000 00
Report on forestry	10,000 00	10,000 00
Total Department of Agriculture	512,140 00	405,640 00
DEPARTMENT OF JUSTICE.		
General salary account	$142,530 00	$138,450 00
Contingent expenses	40,800 00	22,860 00
Postage	200 00	.....
Salaries of employés, court-house, Washington, D. C.	9,840 00	9,840 00
Warden of jail, District of Columbia	1,800 00	1,800 00
Appropriations for 1884 not asked for in 1885, including deficiences and miscellaneous*	.....	3,252 67
Total Department of Justice	195,170 00	176,202 67
Total Executive	18,403,277 55	17,656,687 21
JUDICIAL.		
General salary account of the Supreme Court	$147,500 00	$147,500 00
General salary account of the district courts	203,500 00	203,500 00
General salary account of the supreme court, District of Columbia	24,500 00	24,500 00
General salary account of district attorneys	20,100 00	20,100 00
General salary account of district marshals	12,700 00	12,700 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	17,072 01
Total Judicial	408,300 00	425,372 01
Total Civil Establishment	22,045,662 65	21,498,447 98
FOREIGN INTERCOURSE.		
Diplomatic salary account	$374,400 00	$357,600 00
Contingent expenses of foreign missions	90,000 00	85,000 00
Consular salary account	539,400 00	520,600 00
Contingent expenses of consulates	150,000 00	110,000 00
Loss on bills of exchange	8,000 00	8,000 00
Rent for consul-general at London	2,400 00	.....
Steam-launch and boats for legations and consulates	2,000 00	1,500 00
Prisons for American convicts	18,750 00	18,750 00
Bringing home criminals	5,000 00	5,000 00
Relief and protection of American seamen	50,000 00	50,000 00
Rescuing shipwrecked American seamen	4,500 00	4,500 00
Shipping and discharging seamen	6,000 00	6,000 00
Expenses under the neutrality act	20,000 00	10,000 00
Annual expenses of Cape Spartel light	325 00	285 00
Allowance to widows or heirs of diplomatic officers who die abroad	5,000 00	5,000 00
Transporting remains of ministers and consuls to their homes for interment	10,000 00	10,000 00
Repairing monument to Benjamin A. Bidlack	600 00	.....
Foreign hospital at Panama	500 00	.....
Rent of court-house and jail in Japan	3,850 00	3,850 00
Buildings and grounds for legation in China	3,100 00	3,100 00
Buildings for legation in Tah Chosun, (Corea)	3,200 00	.....
Repairs to legation buildings, Tangier	2,500 00	.....
Publication of consular and other commercial reports	40,000 00	20,000 00
International boundary survey, United States and Mexico	224,556 75	.....
International commission for establishment of electrical units	3,000 00	12,500 00
International Bureau of Weights and Measures	2,270 00	3,620 00
International Prison Commission	250 00	250 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	942,429 22
Total Foreign Intercourse	1,569,601 75	2,177,984 22
MILITARY ESTABLISHMENT.		
Expenses of Commanding-General's office	$2,500 00	$1,750 00
Expenses of recruiting, and contingent, Adjutant-General's office	115,970 00	112,500 00
Signal Service	9,950 00	5,000 00
Pay, and travelling, and general expenses of the Army	12,514,598 91	11,900,000 00
Pay of Military Academy	243,698 50	217,432 50
Current and miscellaneous expenses of Military Academy	82,350 00	61,875 00
Subsistence of the Army	2,157,585 00	1,900,000 00
Regular supplies, Quartermaster's Department	3,000,000 00	2,940,000 00
Incidental expenses, Quartermaster's Department	870,250 00	650,000 00
Transportation of the Army	3,668,050 00	3,600,000 00

Recapitulation by Titles—Continued.

Objects.	Estimates for 1885.	Appropriations for 1884.
MILITARY ESTABLISHMENT—CONTINUED.		
Horses for cavalry and artillery	$200,000 00	$200,000 00
Barracks and quarters	800,000 00	700,000 00
Construction and repair of hospitals	140,000 00	100,000 00
Clothing and equipage	1,400,000 00	1,400,000 00
Contingencies of the Army	40,000 00	40,000 00
Medical and Hospital Department	265,000 00	200,000 00
Engineer depot, Willet's Point, N. Y	16,200 00	7,000 00
Ordnance Service	150,000 00	115,000 00
Ordnance, ordnance stores and supplies	660,000 00	400,000 00
Manufacture of arms	800,000 00	401,000 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous *	.....	569,539 82
Total Military Establishment	27,136,152 41	25,521,097 32
NAVAL ESTABLISHMENT.		
Pay of the Navy	$7,282,605 00	$7,433,980 00
Contingent of the Navy	100,000 00	100,000 00
Increase of the Navy	7,449,581 62	1,300,000 00
Navigation and supplies, Bureau of Navigation	130,000 00	100,000 00
Civil establishment, Bureau of Navigation	6,000 00	5,000 00
Contingent, Bureau of Navigation	4,000 00	4,000,00
Outfit of steel cruisers and monitors, Bureau of Navigation	60,000 00	.....
Ocean surveys, Bureau of Navigation	20,000 00	10,000 00
Compass testing-house, Bureau of Navigation	7,000 00	.....
Publication of professional papers, Bureau of Navigation	12,000 00	.....
Ordnance and ordnance stores, Bureau of Ordnance	453,210 00	150,000 00
Civil establishment, Bureau of Ordnance	12,234 50	5,000 00
Contingent, Bureau of Ordnance	3,000 00	3,000 00
Repairs, Bureau of Ordnance	15,800 00	15,000 00
Torpedo corps, Bureau of Ordnance	105,000 00	50,000 00
Equipment of vessels, Bureau of Equipment and Recruiting	896,000 00	800,000 00
Civil establishment, Bureau of Equipment and Recruiting	18,251 75	9,000 00
Contingent, Bureau of Equipment and Recruiting	10,000 00	10,000 00
Transportation and recruiting, Bureau of Equipment and Recruiting	25,000 00	25,000 00
Maintenance of yards and docks, Bureau of Yards and Docks	420,000 00	264,000 00
Civil establishment, Bureau of Yards and Docks	45,929 75	24,000 00
Contingent, Bureau of Yards and Docks	20,000 00	20,000 00
Naval Asylum, Philadelphia, Pa	92,251 00	59,813 00
Medical department, Bureau of Medicine and Surgery	40,000 00	40,000 00
Civil establishment, Bureau of Medicine and Surgery	40,000 00	20,000 00
Contingent, Bureau of Medicine and Surgery,	25,000 00	25,000 00
Repairs, Bureau of Medicine and Surgery	30,000 00	15,000 00
Naval-hospital fund, Bureau of Medicine and Surgery	30,000 00	30,000 00
Provisions for the Navy, Bureau of Provisions and Clothing	1,200,000 00	1,100,000 00
Civil establishment, Bureau of Provisions and Clothing	12,411 50	6,000 00
Contingent, Bureau of Provisions and Clothing	60,000 00	40,000 00
Construction and repair, Bureau of Construction and Repair	1,750,000 00	1,100,000 00
Civil establishment, Bureau of Construction and Repair	36,927 75	20,000 00
Steam-machinery, Bureau of Steam-Engineering	1,200,000 00	1,000,000 00
Civil establishment, Bureau of Steam-Engineering	22,234 50	10,000 00
Contingent, Bureau of Steam-Engineering	1,000 00	1,000 00
Pay of Naval Academy	101,125 45	98,882 73
Repairs and improvements, Naval Academy	21,000 00	21,000 00
Heating and lighting, Naval Academy	17,000 00	17,000 00
Contingent, Naval Academy	45,500 00	44,400 00
Pay of Marine Corps	667,275 00	642,985 00
Provisions, clothing, miscellaneous, and contingent, Marine Corps	260,413 56	215,186 50
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	1,146,190 57
Total Naval Establishment	22,747,751 38	15,980,437 80
INDIAN AFFAIRS.		
Current and contingent expenses of the Indian service	$313,300 00	$197,400 00
Fulfilling treaty stipulations with, and support of, Indian tribes, (treaty obligations)	3,681,826 31	2,671,085 91
Miscellaneous supports	1,588,300 00	1,181,000 00
General and miscellaneous expenses of the Indian service	2,788,213 60	1,216,000 00
Interest on trust-fund stocks	95,170 00	95,170 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	678,731 33
Total Indian Affairs	8,466,809 91	6,039,387 24
PENSIONS.		
Army and Navy Pensions	$40,000,000 00	$86,575,000 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	1,287 49
Total Pensions	40,000,000 00	86,576,287 49

Recapitulation by Titles—Continued.

Objects.	Estimates for 1885.	Appropriations for 1884.
PUBLIC WORKS.		
Treasury Department—		
Custom-houses and other public buildings	$3,847,967 42	$1,591,300 00
Appropriations for 1884 not asked for in 1885*	.....	858,500 00
Light-houses, beacons, and fog-signals	586,850 00	105,400 00
Appropriations for 1884 not asked for in 1885*	.....	190,500 00
	4,434,817 42	2,745,700 00
War Department—		
Arsenals	$865,538 59	$345,494 80
Fortifications and other works of defence	1,000,000 00	665,000 00
Improving rivers and harbors	8,025,500 00	.....
Buildings and grounds in Washington	671,700 00	630,500 00
Military Academy	56,311 03	39,350 00
Miscellaneous	1,030,000 00	200,000 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	273,626 51
	11,649,049 62	2,153,971 31
Navy Department—		
Navy-yards and stations	$435,000 00	$245,000 00
New Naval Observatory	586,138 00	.....
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	395,000 00
	1,021,138 00	640,000 00
Interior Department—		
Capitol building and grounds	$257,708 47	$149,400 00
Interior-Department building	129,000 00	65,780 00
Buildings and grounds, Government Hospital for the Insane	25,400 00	24,500 00
Buildings and grounds, Columbia Institution for Deaf and Dumb	5,000 00	3,000 00
Buildings and grounds, Howard University	8,500 00	3,500 00
Buildings for National Museum	211,000 00	.....
Enlarging court-house, Washington, D. C	2,000 00	.....
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	152,600 00
	638,608 47	398,780 00
Department of Justice—		
Court-house, Washington, D. C	$1,000 00	$1,000 00
Buildings, Reform School, District of Columbia	15,600 00	7,500 00
	16,600 00	8,500 00
Appropriations for 1884 not asked for in 1885*—		
State Department: Monument to Baron De Kalb, at Annapolis, Md	.....	$10,000 00
Post-Office Department: Post-Office Department building	.....	11,400 00
Department of Agriculture: Building, Department of Agriculture	.....	2,500 00
Total Public Works	$17,760,213 51	5,970,851 31
POSTAL SERVICE.		
Deficiency in the postal revenue	$2,958,111 29	.....
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	$16,024 06
Total Postal Service	2,958,111 29	16,024 06
MISCELLANEOUS.		
Legislative—		
Public printing, paper, binding, and lithographing	$3,014,658 71	$2,500,000 00
Payment of judgments, Court of Claims	500,000 00	339,000 00
Conveying votes of electors for President and Vice-President	9,000 00	.....
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	301,008 65
	3,523,658 71	3,140,008 65
Treasury Department—		
Life-Saving Service	$939,075 00	$848,500 00
Revenue-Cutter Service	875,000 00	875,000 00
Constructing a revenue-steamer	75,000 00	.....
Rebuilding the revenue-steamer "Richard Rush"	90,000 00	.....
Engraving and printing	425,000 00	485,700 00
Light-House Establishment	2,179,000 00	2,084,000 00
Coast and Geodetic Survey	670,500 00	555,290 00
Stamps, paper, and dies	475,000 00	500,000 00
Punishment for violation of internal-revenue laws	75,000 00	65,000 00
Contingent expenses, Independent Treasury	75,000 00	75,000 00
Freight on bullion and coin, mints and assay offices	20,000 00	30,000 00

Recapitulation by Titles—Continued.

Objects.	Estimates for 1885.	Appropriations for 1884.
MISCELLANEOUS—CONTINUED.		
Treasury Department—*Continued.*		
Expenses of national currency	$175,000 00	$20,000 00
Distinctive paper for United States securities	47,644 56	35,000 00
Redemption of worn and mutilated United States notes	50,000 00	.....
Transportation of silver coin	30,000 00	10,000 00
Recoinage of gold and silver coins	20,000 00	.....
Propagation of food-fishes	125,000 00	125,000 00
Expenses of offices of Fish Commission	1,500 00	1,500 00
Maintenance of fish-ponds	45,000 00	35,500 00
Maintenance of fish-vessels	45,000 00	45,000 00
Inquiry respecting food-fishes	3,500 00	3,500 00
Illustrations for report on food-fishes	1,000 00	1,000 00
Fish-Commission buildings, Wood's Holl, Mass	25,000 00	25,000 00
Sailing-vessel, food-fishes	10,000 00	.....
National Board of Health	37,700 00	10,000 00
Current expenses of public buildings under control of Treasury Department	1,791,499 94	1,187,500 00
Suppressing counterfeiting and other crimes	67,000 00	67,000 00
Compensation in lieu of moieties	50,000 00	30,000 00
Salaries and travelling expenses of agents at seal-fisheries in Alaska	13,350 00	13,350 00
Protection of sea-otter hunting-grounds and seal-fisheries in Alaska	25,000 00	25,000 00
Lands and other property of the United States	2,000 00	1,000 00
Library of the Treasury Department	1,000 00	500 00
Inspection of neat-cattle shipped to foreign ports	50,000 00	50,000 00
Storehouse, Revenue-Marine Service, Wood's Holl, Mass	10,000 00	.....
Quarantine buildings, Marine-Hospital Service	140,000 00	.....
Refund to evicted purchasers of real estate under direct-tax laws	1,987 00	.....
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	522,071 87
	8,666,756 50	7,726,411 87
District of Columbia—		
General expenses, improvements, and charitable institutions, one-half payable by the United States	$3,439,024 47	$3,351,894 47
Water department, payable from water-fund	186,349 00	105,850 50
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	69,696 00
	3,625,373 47	3,527,440 97
War Department—		
Signal Service	$1,155,035 98	$886,874 57
National cemeteries	191,040 00	160,440 00
Survey of northern and northwestern lakes	3,000 00	3,000 00
Surveys and reconnoissances in military divisions and departments	50,000 00	.....
Transportation of reports and maps to foreign countries	300 00	300 00
Publication of official records of War of the Rebellion	36,000 00	36,000 00
Expenses of military convicts	12,000 00	12,000 00
Support of transient paupers	15,000 00	15,000 00
Artificial limbs	100,000 00	110,000 00
Appliances for disabled soldiers	2,000 00	2,000 00
Artillery school at Fortress Monroe, Virginia	9,079 50	3,000 00
Military prison at Fort Leavenworth, Kansas	102,492 94	94,825 47
National Home for Disabled Volunteer Soldiers	1,400,478 00	1,122,088 03
Collection, &c., of bounty, &c., of colored soldiers and sailors	2,500 00	2,900 00
Mississippi River Commission	200,000 00	150,000 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	1,207,480 00
	3,278,926 42	3,805,908 07
Interior Department—		
Public Lands service	$999,100 00	$876,000 00
Surveying the public lands	1,162,800 00	731,000 00
Current expenses, Government Hospital for the Insane	258,750 00	202,500 00
Current expenses, Columbia Institution for Deaf and Dumb	55,000 00	55,000 00
Maintenance of Howard University	16,500 00	15,000 00
Freedmen's Hospital and Asylum	56,100 00	50,000 00
Furniture and fixtures, National Museum	60,000 00	60,000 00
Heating and lighting, National Museum	6,000 00	6,000 00
Preservation of collections, National Museum	108,500 00	92,500 00
Duplicate deposit collections, National Museum	5,000 00	.....
Furniture and fixtures, eastern portion, Smithsonian Institution	15,000 00	.....
North American ethnology, Smithsonian Institution	50,000 00	40,000 00
International exchanges, Smithsonian Institution	10,000 00	7,500 00
Appropriations for 1884 not asked for in 1885, including deficiences and miscellaneous*	.....	285,774 47
	2,802,750 00	2,421,274 47
Department of Justice—		
Expenses of territorial courts in Utah	$26,000 00	$26,000 00
Defending suits in claims against the United States	9,000 00	9,000 00
Prosecution and collection of claims	1,500 00	1,500 00
Prosecution of crimes	30,000 00	25,000 00
Punishing violation of intercourse acts and frauds	5,000 00	5,000 00

Recapitulation by Titles—Continued.

Objects.	Estimates for 1885.	Appropriations for 1884.
MISCELLANEOUS—CONTINUED.		
Department of Justice—*Continued.*		
Expenses of United States courts	$3,315,000 00	$2,925,000 00
Support of convicts	10,000 00	10,000 00
Appropriations for 1884 not asked for in 1885, including deficiencies and miscellaneous*	.....	172,506 46
	3,396,500 00	3,174,006 46
Miscellaneous and deficiency appropriations for 1884 not asked for in 1885, as follows:*		
Executive Proper	.....	$100,000 00
Navy Department	.....	235,998 26
Total Miscellaneous	$25,293,965 10	24,131,048 75
PERMANENT ANNUAL APPROPRIATIONS.		
EXECUTIVE.		
TREASURY DEPARTMENT.		
Smithsonian Institution	$42,180 00	$42,180 00
Collecting revenue from customs: Specific, $5,500,000; indefinite, $1,000,000	6,500,000 00	6,500,000 00
Return of proceeds of captured and abandoned property	20,000 00	20,000 00
Sinking-fund	46,269,756 95	45,816,741 07
Interest on the public debt	47,622,589 28	50,622,589 28
Interest on Pacific Railway stock	3,877,410 72	3,877,410 72
Salaries and expenses of steamboat-inspectors	240,000 00	240,000 00
Salaries and expenses of special inspectors of foreign steam-vessels	20,000 00	20,000 00
Refunding to national-banking association excess of duty	500 00	500 00
Refunding proceeds of cotton seized	1,000 00	1,000 00
To promote the education of the blind	10,000 00	10,000 00
Coinage of the standard silver dollar	160,000 00	160,000 00
Allowance or drawback, (internal revenue)	50,000 00	50,000 00
Refunding taxes illegally collected, (internal revenue)	60,000 00	70,000 00
Refunding moneys erroneously received and covered into the Treasury, (internal revenue)	200 00	200 00
Redemption of stamps, (internal revenue)	125,000 00	175,000 00
Marine-Hospital Establishment	460,000 00	460,000 00
Detection and prevention of frauds on customs revenue	70,000 00	70,000 00
Expenses of regulating immigration, (customs)	160,000 00	160,000 00
Unclaimed merchandise, (customs)	2,000 00	2,000 00
Repayment to importers excess of deposits, (customs)	3,750,000 00	3,750,000 00
Debentures or drawbacks, bounties or allowances, (customs)	2,000,000 00	2,000,000 00
Debentures and other charges, (customs)	200 00	200 00
Refunding duties on goods destroyed, (customs)	1,000 00	1,000 00
Refunding moneys erroneously received and covered, (customs)	200 00	200 00
Total Permanent Annual Appropriations under Treasury Department	111,442,036 95	114,049,021 07
WAR DEPARTMENT.		
Arming and equipping the militia	$200,000 00	$200,000 00
Soldiers' Home	200,000 00	200,000 00
Transportation of the Army and its supplies, Pacific railroads	750,000 00	750,000 00
Ordnance material, proceeds of sales	75,000 00	75,000 00
Constructing jetties and other works at South Pass, Mississippi river	150,000 00	150,000 00
Operating and care of canals	150,000 00	150,000 00
Removing sunken vessels or craft obstructing or endangering navigation	10,000 00	10,000 00
Total Permanent Annual Appropriations under War Department	1,535,000 00	1,535,000 00
NAVY DEPARTMENT.		
Ordnance material, proceeds of sales	$2,000 00	$2,000 00
Sales of small-arms	12,000 00	12,000 00
Prize-money to captors	7,000 00	5,000 00
Gratuity to machinists in lieu of re-enlistment	10,000 00	10,000 00
Indemnity to seamen and marines for lost clothing	1,000 00	1,000 00
Total Permanent Annual Appropriations under Navy Department	32,000 00	30,000 00
INTERIOR DEPARTMENT.		
Deposits by individuals for surveying public lands	$1,200,000 00	$1,200,000 00
Indemnity for swamp-lands to States	100,000 00	100,000 00
Refunding money for lands erroneously sold	5,000 00	5,000 00
Maryland Institution for Instruction of the Blind	5,000 00	5,000 00
Five, three, and two per cent. fund to States, (lands)	70,000 00	75,000 00
Maintenance and education of Helen and Heloise Lincoln	250 00	250 00
Maintenance and education of Adelaide and Julia German	250 00	250 00
Total Permanent Annual Appropriations under Interior Department	1,380,500 00	1,385,500 00

***For details, see Appendix "Oo."**

Recapitulation by Titles—Continued.

Objects.	Estimates for 1885.	Appropriations for 1884.
POST-OFFICE DEPARTMENT.		
Mail transportation, Pacific railroads.....	$500,000 00	$500,000 00
DEPARTMENT OF JUSTICE.		
Fees for supervisors of elections	$250,000 00	$30,000 00
Total Permanent Annual Appropriations under Executive Departments..	$115,139,536 95	$117,529,521 07
JUDICIAL.		
SUPREME COURT OF THE UNITED STATES.		
Salary and expenses, Reporter of Supreme Court...	$7,500 00	$7,500 00
Total Permanent Annual Appropriations under Judicial Department	7,500 00	7,500 00
Total Permanent Annual Appropriations	$115,147,036 95	$117,537,021 07
Total estimates for 1885, exclusive of permanent annual appropriations	$167,978,268 00	*$187,911,566 17
Total estimates for 1884, exclusive of permanent annual appropriations	223,262,123 96	†251,428,117 57
Total estimates for 1885, including permanent annual appropriations	$283,125,304 95	*$305,448,587 24
Total estimates for 1884, including permanent annual appropriations	340,280,162 22	†371,689,388 82

TOTAL RECAPITULATION BY TITLES.

Objects.	Estimates for 1885.	Estimates for 1884.	Appropriations for 1884.‡
Legislative Establishment	$3,234,085 10	$3,274,049 30	$3,416,388 76
Executive Establishment	18,403,277 55	18,668,595 78	17,656,687 21
Judicial Establishment	408,300 00	408,300 00	425,372 01
Foreign Intercourse	1,569,601 75	1,390,905 00	2,177,984 22
Military Establishment	27,136,152 41	28,901,445 94	25,521,097 32
Naval Establishment	22,747,751 38	23,481,078 54	15,980,437 80
Indian Affairs	8,466,809 91	6,725,731 54	6,039,387 24
Pensions	40,000,000 00	101,575,000 00	86,576,287 49
Public Works	17,760,213 51	14,361,715 64	5,970,851 31
Postal Service	2,958,111 29	.....	16,024 06
Miscellaneous	25,293,965 10	24,475,302 22	24,131,048 75
Permanent Annual Appropriations	115,147,036 95	117,018,038 26	117,537,021 07
Grand Totals	283,125,304 95	340,280,162 22	305,448,587 24

*These amounts embrace all appropriations made during the second session Forty-seventh Congress.
†These amounts embrace all appropriations made during the first session Forty-seventh Congress.
‡Including deficiencies and miscellaneous.

RECAPITULATION BY DEPARTMENTS.

Objects.	Estimates for 1885.	Appropriations for 1884.
LEGISLATIVE.		
Salaries and expenses	$3,234,085 10	$3,416,388 76
Public printing, paper, binding, and lithographing	3,014,658 71	2,500,000 00
Judgments, Court of Claims	500,000 00	339,000 00
Miscellaneous	9,000 00	301,008 65
Total Legislative	6,757,743 81	6,556,397 41
EXECUTIVE PROPER.		
Salaries and expenses	$131,764 00	$147,178 80
Miscellaneous		100,000 00
Total Executive Proper	131,764 00	247,178 80
DEPARTMENT OF STATE.		
Salaries and expenses	$135,630 00	$137,049 91
Public works		10,000 00
Foreign intercourse	1,569,601 75	2,177,984 22
Total Department of State	1,705,231 75	2,325,034 13
TREASURY DEPARTMENT.		
Salaries and expenses	$3,313,747 75	$3,117,920 54
Independent treasury	394,280 00	364,000 00
Mints and assay offices	1,234,530 00	1,227,307 25
Territorial governments	295,879 80	260,835 00
District of Columbia	3,625,373 47	3,527,440 97
Internal revenue	4,150,000 00	4,282,054 06
Public works	4,434,817 42	2,745,700 00
Miscellaneous	8,666,756 50	7,726,411 87
Permanent annual appropriations	111,442,036 95	114,049,021 07
Total Treasury Department	137,557,421 89	137,300,690 76
WAR DEPARTMENT.		
Salaries and expenses	$2,401,791 00	$2,329,155 00
Military establishment	27,136,152 41	25,521,097 32
Public works	11,649,049 62	2,153,971 31
Miscellaneous	3,278,926 42	3,805,908 07
Permanent annual appropriations	1,535,000 00	1,535,000 00
Total War Department	46,000,919 45	35,345,131 70
NAVY DEPARTMENT.		
Salaries and expenses	$364,976 00	$284,016 00
Naval establishment	22,747,751 38	15,980,437 80
Public works	1,021,138 00	640,000 00
Miscellaneous		235,998 26
Permanent annual appropriations	32,000 00	30,000 00
Total Navy Department	24,165,865 38	17,170,452 06
INTERIOR DEPARTMENT.		
Salaries and expenses	$4,246,429 00	$3,959,972 98
Public-land offices, salaries	190,400 00	153,500 00
Indian affairs	8,466,809 91	6,039,387 24
Pensions	40,000,000 00	86,576,287 49
Public works	638,608 47	398,780 00
Miscellaneous	2,802,750 00	2,421,274 47
Permanent annual appropriations	1,380,500 00	1,385,500 00
Total Interior Department	57,725,497 38	100,934,702 18
POST-OFFICE DEPARTMENT.		
Salaries and expenses	$836,540 00	$811,855 00
Postal Service deficiencies	2,958,111 29	16,024 06
Public works		11,400 00
Permanent annual appropriations	500,000 00	500,000 00
Total Post-Office Department	4,294,651 29	1,339,279 06

Recapitulation by Departments—Continued.

Objects.	Estimates for 1885.	Appropriations for 1884.
DEPARTMENT OF AGRICULTURE.		
Salaries and expenses	$512,140 00	$405,640 00
Public works		2,500 00
Total Department of Agriculture	512,140 00	408,140 00
DEPARTMENT OF JUSTICE.		
Salaries and expenses	$195,170 00	$176,202 67
General salary account of courts	408,300 00	425,372 01
Public works	16,600 00	8,500 00
Miscellaneous	3,396,500 00	3,174,006 46
Permanent annual appropriations	257,500 00	37,500 00
Total Department of Justice	4,274,070 00	3,821,581 14

TOTAL RECAPITULATION BY DEPARTMENTS.

Objects.	Estimates for 1885.	Estimates for 1884.	Appropriations for 1884.*
Legislative	$6,757,743 81	$6,742,498 66	$6,556,397 41
Executive Proper	131,764 00	102,064 00	247,178 80
Department of State	1,705,231 75	1,552,145 00	2,325,034 13
Treasury Department	137,557,421 89	140,983,350 14	137,300,690 76
War Department	46,000,919 45	40,022,620 34	35,345,131 70
Navy Department	24,165,865 38	27,750,907 54	17,170,452 06
Interior Department	57,725,497 38	117,284,196 54	100,934,702 18
Post-Office Department	4,294,651 29	1,370,120 00	1,339,279 06
Department of Agriculture	512,140 00	521,270 00	408,140 00
Department of Justice	4,274,070 00	3,950,990 00	3,821,581 14
Grand Totals	283,125,304 95	340,280,162 22	305,448,587 24

*Including deficiencies and miscellaneous.

APPENDIX.

APPENDIX

APPENDIX.

APPENDIX A.

In relation to the estimates for "Office of Supervising Architect, Treasury Department." (*See page* 17.)

TREASURY DEPARTMENT,
Office of the Supervising Architect, November 5, 1883.

SIR: I have the honor to enclose herewith estimate of salaries for this office for the fiscal year ending June 30, 1885, in amount nineteen thousand nine hundred and twenty dollars, ($19,920,) and for services of skilled draughtsmen, &c., one hundred and thirty thousand dollars, ($130,000.)

The act of March 3, 1875, fixed the salary of principal clerk of this office at twenty-four hundred dollars, ($2,400,) and that of the photographer at twenty-five hundred dollars, ($2,500.) Subsequently but two thousand dollars ($2,000) per annum was appropriated for the former salary, and two thousand two hundred and fifty ($2,250) for the latter, and for several years past only two thousand dollars ($2,000) has been appropriated for each of these positions. I think the duties performed by these officers warrant the compensation fixed by the statute of 1875, above referred to, and that their compensation should not be less than two thousand two hundred and fifty dollars ($2,250) each, and I have therefore included these amounts in the estimate. The limit of expenditure for skilled draughtsmen, &c., for the year ending June 30, 1883, was fixed at one hundred and thirty thousand dollars, ($130,000,) and, although forty new public buildings were authorized during the last Congress and the work charged upon this office was necessarily increased, the limit for the current year was reduced to one hundred and twenty thousand dollars, ($120,000.) This necessitates the reduction of the working force of this office, which will prevent the early commencement of work on many of the buildings authorized. For this reason, I think the public interests demand that the limit of expenditure for services be fixed at not less than one hundred and thirty thousand dollars, ($130,000.)

A list of persons employed in the office during the fiscal year ended June 30, 1883, showing the amount paid to each, is herewith submitted, as required by the law.

Very respectfully,

JAS. G. HILL, *Supervising Architect.*

HON. SECRETARY OF THE TREASURY.

List of employés in office of Supervising Architect, Treasury Department, and amounts paid each, during the fiscal year ended June 30, 1883, *from appropriation for public buildings, furnished under the requirements of the act of August* 5, 1882.—(22 Stats., p. 226.)

Name.	Occupation.	Pay.	Amount.
		Per day.	
A. G. Thomson	Chief computer and inspector of public buildings	$10 00	$3,650 00
James P. Low	Civil engineer	9 60	3,004 80
H. H. Kendall	Principal draughtsman	8 00	2,504 00
Herbert Vail	Computer	8 00	2,504 00
J. B. Patterson, to September 12, 1882	Accountant	6 50	409 50
J. B. Patterson, from September 13, 1882	do	7 50	1,875 00
H. C. McLean, to September 12, 1882	Computer	6 50	409 50
H. C. McLean, from September 13, 1882	do	7 50	1,875 00
Charles E. Young	Engineer and draughtsman	7 00	2,191 00
Thomas H. Powell	Draughtsman	6 50	2,034 50
Louis F. Stutz	do	6 50	2,034 50
R. H. Atkinson	do	6 00	1,878 00
E. H. Klemroth	do	6 00	1,878 00
J. R. Marshall, to May 25, 1883	do	6 00	1,692 00
J. R. Niemsie, jr	do	6 00	1,878 00
J. A. Vrydagh	do	6 00	1,788 00
John J. Little	Computer	6 00	1,878 00
J. A. Sutherland	do	6 00	1,878 00
Achille Collin	Modeller	6 00	1,878 00
Ed. T. Avery	Draughtsman	5 50	1,721 50
C. A. Totten	do	5 50	1,721 50
J. E. Blackwell	Computer	5 50	1,721 50
W. J. P. Clarke	do	5 50	1,721 50
Wm. H. Conkle	do	5 50	1,721 50
Frank W. Pease	do	5 50	1,721 50
Wm. H. Whitney, from September 25, 1883	do	5 50	1,320 00
St. J. B. Dapray	Phonographer	5 50	1,721 50
George M. Wood	do	5 50	1,721 50
J. A. Bailly, to June 15, 1883	Modeller	5 50	1,650 00
C. Theo. Brentano, to November 30, 1882	Draughtsman	5 00	655 00
J. Albert Cole	do	5 00	1,565 00
W. M. R. French, from February 14, 1883	do	5 00	590 00

List of employés in office of Supervising Architect, Treasury Department, and amounts paid each, &c.—Continued.

Name.	Occupation.	Pay.	Amount.
		Per day.	
Charles Herman	Draughtsman	$5 00	$1,565 00
Frank H. Jackson	do	5 00	1,565 00
D. C. E. Laub, from February 1, 1883	do	5 00	645 00
Ralph Meriman	do	5 00	1,565 00
N. S. Patton, November 27, 1882, to February 6, 1883	do	5 00	310 00
Geo. B. Phelps	do	5 00	1,565 00
William Buhler	Modeller	5 00	1,565 00
C. H. Hausen	do	5 00	1,565 00
Ferd. Moreau	do	5 00	1,565 00
Henri Thomas	do	5 00	1,545 00
A. L. R. Vanden Berghen	do	5 00	1,565 00
Louis Voyer, from October 21, 1882	do	5 00	1,085 00
Frank W. Smith	Computer	5 00	1,565 00
Jesse H. Weirich	do	5 00	1,565 00
T. W. S. Phelps	Assistant to photographer	5 00	1,565 00
J. E. Hosford	Draughtsman	4 50	1,408 50
Robert Stead	do	4 50	1,408 50
F. B. Stryker, jr	do	4 50	1,408 50
W. A. Wansleben	do	4 50	1,408 50
Lucien J. Fenton	Computer	4 50	1,408 50
P. S. Garretson	do	4 50	1,408 50
Frank Milliken	do	4 50	1,408 50
F. C. Altmann	Draughtsman	4 00	1,252 00
Fred'k L. Brown, from March 5, 1883	do	4 00	408 00
Ed. O'M. Condon	do	4 00	1,252 00
John G. Olberg	do	4 00	1,252 00
N. A. Plummer, to October 21, 1882	do	4 00	284 00
Edgar P. Simons	do	4 00	1,252 00
A. J. Tolman	do	4 00	1,252 00
Herman Voelkel, from August 19, 1883	do	4 00	1,084 00
Thomas P. Clarke	Computer	4 00	1,252 00
J. G. Patterson	do	4 00	1,252 00
H. F. Robinson	do	4 00	1,252 00
Edward R. Haight	Assistant to photographer	4 00	1,252 00
C. E. H. Holmes	Mailing and shipping clerk	4 00	1,252 00
C. S. Kenfield	Locksmith	4 00	1,252 00
Henry Searle	Modeller	4 00	1,252 00
John Dockery	Assistant mailing-clerk	3 75	1,173 75
Benjamin F. Cox	Draughtsman	3 50	966 00
DeLancey W. Gill	do	3 50	1,095 50
J. Goldsborough Bruff	do	3 00	939 00
A. E. Middleton	do	3 00	513 00
Annie P. Adams	Tracer	3 00	939 00
Alice V. Bogert, to February 19, 1883	do	3 00	600 00
Jessie C. Bogert, from February 20, 1883	do	3 00	339 00
Anna A. Elder	do	3 00	939 00
Emma G. Nelson	do	3 00	939 00
F. M. Richardson	do	3 00	753 00
Guisseppe Santucci	Moulder	3 00	939 00
		Per month.	
Virginia Von Tagen	Clerk	100 00	1,200 00
Margaret Ahern, to September 23, 1882	Assistant to photographer	75 00	210 00
Mary Ahern, from September 24, 1882	do	75 00	690 00
Carrie Harding	Copyist	75 00	900 00
Mary E. Kail, to January 21, 1883	do	75 00	500 80
Jane A. Stewart, from January 22, 1883	do	75 00	399 20
Sarah E. Wyman	do	75 00	900 00
Harrison Fillmore	Laborer	35 00	420 00
		Per year.	
Henry Johnson	Clerk	1,000 00	1,000 00
John Cunningham	do	900 00	825 57
Sarah O. Aiken	Copyist	900 00	900 00
Anne Bredin	do	900 00	900 00
Mary E. Bulger, from July 21, 1883	do	900 00	851 10
J. E. Crawford, to July 20, 1883	do	900 00	48 91
Florence Hanson	do	900 00	900 00
Emma E. Juliand	do	900 00	868 18
Hannah Sanderson	do	900 00	900 00
Kate P. Dungan	Tracer	900 00	900 00
Burrill Nixon	Messenger	840 00	840 00
		Per day.	
Charles W. Porter	Assistant to photographer	2 50	767 50
Total			129,307 81

APPENDIX B.

In relation to the estimate for "Salaries, office of Second Comptroller." (*See page* 18.)

TREASURY DEPARTMENT,
Second Comptroller's Office, Washington, D. C., October 1, 1883.

SIR: In reply to circular letter dated July 17, 1883, and in pursuance of the requirements of the 3d section of the act of March 3, 1875, I have the honor to transmit the enclosed estimate of the current expenses of this office for the ensuing year ending June 30, 1885.

It will be indispensable to the prompt settlement of public accounts that the present force of the office be increased, and I most respectfully recommend that provision be made for the following clerks in addition to the force now employed in the office, namely: Two clerks of class four, four of class three, four of class two, and four of class one.

The necessity of such addition arises from several causes, the most notable of which is the great amount of new work devolved on the office by the decision of the United States Supreme Court in the suit relative to longevity pay of Army officers, known as the Tyler case, a decision which necessitated a careful re-examination of the entire military history of a majority of the officers of the Army, including an inspection of every payment of salary or allowance, every leave of absence, and every travelling order. On this account, for want of sufficient force, the office has been compelled for a period of ten months practically to suspend the examination and settlement of paymasters' accounts, and the work made necessary by that decision cannot be completed in less than from three to five months from the present time.

A similar but less extensive additional labor was presented by the decision of the Supreme Court in regard to the payment of mileage to naval officers for travel performed elsewhere than within the United States, rendered in what is known as the Temple case. To causes of this class is added the effect of increased work now being performed in the Pension Bureau.

To persons who are aware of the great saving of labor caused by the settlement of disbursing-officers' accounts directly after they are reported, as well as the great advantage to the public and to individuals arising from their prompt settlement, I trust the importance of the proposed increase of force will be obvious.

Very respectfully,

W. W. UPTON, *Comptroller.*

HON. SECRETARY OF THE TREASURY.

APPENDIX C.

In relation to the estimate for "Salaries, office of Second Auditor." (*See page* 19.)

TREASURY DEPARTMENT,
Second Auditor's Office, Washington, D. C., October 1, 1883.

SIR: I have the honor to transmit herewith an estimate of appropriations required for "Salaries, office of the Second Auditor," for the fiscal year ending June 30, 1885, and to invite your attention to the submitted items of $3,600 for two additional clerks of class four, $16,000 for ten additional clerks of class three, $14,000 for ten additional clerks of class two, and $33,600 for twenty-eight additional clerks of class one, making, with $120 added to the item for messengers' pay, a total increase of $67,320 in the estimate for the fiscal year 1885 as compared with the amount appropriated for 1884.

The considerations that have prompted me to ask for this addition to the clerical force of the office are briefly as follows: I find that the work is falling in arrear, notwithstanding the best efforts of the clerks, who are efficient, diligent, and faithful in the performance of their duties. There are more unsettled claims for arrears of pay and bounty on hand than at any time since 1872. If the presentation of this class of claims were to cease entirely from this date it would take the present force of the office three years to clear off the accumulation. But the number presented, instead of diminishing with the lapse of time, as might naturally be expected, is actually increasing. The fact that only a small percentage of these claims possess any merit does not lessen the work of examination, investigation, and auditing, but rather increases it. The correspondence imposed upon the office by claims of the character now filed is enormous, upward of one hundred and twenty thousand letters having been written during the last fiscal year.

The only permanent remedy for this state of affairs is a statute of limitation that will bar and preclude from settlement all claims growing out of the war of the rebellion not filed within one year from the passage of the act. In my annual report I have strongly advocated the enactment of such a statute, but in the mean time some measure of relief is demanded. I therefore ask for fifty additional clerks, and trust that the request will receive your approval.

Very respectfully,

O. FERRIS, *Auditor.*

HON. SECRETARY OF THE TREASURY.

APPENDIX D.

In relation to the estimate for "Salaries, office of Sixth Auditor." (*See page* 20.)

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 23, 1883.

SIR: The increased force estimated for has become necessary by the large increase in both the postal and money-order business. I have been unable to keep up the current work with the force provided. The work of copying outstanding money-orders from the old books has been suspended and the force put upon current work. Added to other embarrassments, the new building into which the money-order division of this office was moved was unprovided with casing, and the orders were hastily placed in large piles, where constant handling threw them into confusion. The changes by legislation in money-order fees, the addition of postal notes, which are much more difficult to audit than money-orders, together with the

large addition of new money-order offices, has so augmented the work of that division that its chief estimates that it will require an addition of thirty-five persons for the work of the coming year, whose services should be immediately available. In the other divisions of the office there is the natural increase required by the number of new mail-routes, the great increase in the number of failing contractors requiring the preparation of papers for suit, the rapid increase of business in all post offices, and the great number of new post offices established.

Respectfully,

J. H. ELA, *Auditor.*

Hon. SECRETARY OF THE TREASURY.

APPENDIX E.

In relation to the estimate for "Salaries, office of Treasurer of U. S.—National Currency, reimbursable." (*See page* 21.)

TREASURY OF THE UNITED STATES,
Washington, D. C., October 3, 1883.

SIR: As requested in your circular letter of July 17, 1883, I have the honor to submit herewith, on the form furnished for that purpose, estimates of appropriations for official salaries in the office of the Treasurer of the United States for the fiscal year ending June 30, 1885, as required by section 3, act of March 3, 1875.

An increase of ten in the number of persons to be employed in this office in redeeming national-bank notes under the act of June 20, 1874, is respectfully asked for, five of the $900 grade and five of the $1,000 grade, making, in all, 67 persons and an appropriation of $81,560, instead of 57 persons and $72,060.

Since the fiscal year 1881, in which year the receipts for national-bank notes for redemption reached the lowest point in any year since the establishment, in 1874, of the present system of national-bank-note redemptions, the receipts have steadily increased from $59,000,000 in 1881 to $75,000,000 in 1882 and $102,000,000 in 1883, and if the present rate of increase is maintained for the current year, the receipts will be $133,000,000. For the fiscal year 1885 the same rate of increase would give receipts of $175,000,000.

The percentages of increase are as follows: 1882 over 1881, 27 per cent.; 1883 over 1882, 36 per cent.; 1884 over 1883, at the rate of 31 per cent.

The number of persons employed in redeeming national-bank notes in the fiscal year 1881 was 60, with salaries amounting to $74,052. The variations in the force, however, since 1881 have been very slight, and instead of increasing year by year with the increase of the receipts, the force has been somewhat reduced from the number employed in that year.

The appropriation in 1881 was, for 60 persons, $74,052; in 1882, for 58 persons, $72,780; in 1883, for 58 persons, $72,780; for the current fiscal year, 57 persons, $72,060.

The present force will be taxed to its utmost capacity to perform the work that will be required of it should the percentage of increase shown in the first three months of the current fiscal year be maintained throughout the year, and it will be altogether inadequate for the next year should there be any further increase.

If, for any cause, the increase in receipts of bank notes, gradual since 1881, should not be maintained, it is not the intention of the Treasurer to ask for the appointment of the additional force estimated for, or any part of the same not required. It will continue to be the aim of the Treasurer to redeem the national-bank currency with the least expense possible to the national banks, upon whom the expenses are assessed, having due regard to the proper performance of the work and the safety of the large amount of notes handled.

Very respectfully,

A. U. WYMAN, *Treasurer U. S.*

Hon. SECRETARY OF THE TREASURY.

APPENDIX F.

In relation to the estimate for "Salaries, office of Comptroller of the Currency." (*See page* 22.)

TREASURY DEPARTMENT,
Office of Comptroller of the Currency, Washington, D. C., August 31, 1883.

SIR: I have the honor to transmit herewith the estimate of appropriations for this office for the fiscal year ending June 30, 1885.

The act of July 12, 1882, authorizing the extension of corporative existence of national banks, has very largely increased the book-keeping of this office, and rendered additional force necessary.

By the time the additional appropriation requested, namely, for one clerk of class three, one clerk of class two, and two clerks of class one, shall become available, the corporate existence of 1,376 national banks will have expired.

Accounts are required to be kept in both the redemption and issue divisions of the office, not only with the new but the old organizations, for the purpose of ascertaining the amount of circulation outstanding at the end of three years, when the national banks whose charters have been extended are required by law to deposit lawful money to cover the redemption of currency outstanding at that date, the same law providing that any gain arising from the failure to present such notes for redemption shall inure to the United States.

Two of the additional clerks requested might properly be authorized from the appropriation which is reimbursed by the national banks.

Very respectfully,

JNO. JAY KNOX, *Comptroller of the Currency.*

Hon. SECRETARY OF THE TREASURY.

APPENDIX G.

In relation to the estimates for "Salaries and contingent expenses, office of Standard Weights and Measures." (*See page* 25.)

UNITED STATES COAST AND GEODETIC SURVEY,
Washington, D. C., October 18, 1883.

SIR: Herewith is submitted an estimate of expenditures on account of the Office of Standard Weights and Measures for the fiscal year ending June 30, 1885. This estimate slightly exceeds the appropriation for the present fiscal year in the following items:

1. It is proposed to increase the pay of the watchman from $720 per annum to $894.25 per annum, ($2.45 per day,) an increase of $174.25 per annum, in order to conform to the rates now paid to the other watchmen in this office. The watchman charged to Weights and Measures is part of, and performs the same duties as, the other members of the regular night force. Even with his aid, there are never more than two persons on duty at the same time in watching the two buildings.

2. To increase the item "for the purchase of materials and apparatus, and incidental expenses" from $1,200 to $1,500. This small increase is asked for in order to meet the growing demand on the part of the General Government from the several States and from persons interested in scientific pursuits, the trades, and manufactures for accurate and reliable standards of length, weight, and capacity.

Very respectfully,

J. E. HILGARD, *Superintendent.*

Hon. SECRETARY OF THE TREASURY.

APPENDIX H.

Statement of buildings rented in Washington by the Executive Departments, as required by the act of March 3, 1883.—(22 Stats., p. 552.)

ESTIMATED COST OF RENTAL OF BUILDINGS BY THE TREASURY DEPARTMENT FOR FISCAL YEAR 1885. (ESTIMATE ON PAGE 26.)

Location of building.	For what purpose used.	Annual rental.
Southwest corner of Seventeenth and F streets	Offices Second Auditor	$1,800 00
Fourth and fifth floors of No. 610 Seventeenth street	File-rooms of the Second Auditor	825 00
No. 1421 G street	Offices U. S. Marine-Hospital Service	1,800 00
No. 407 Fifteenth street	Bureau of Statistics	3,000 00
Additional rooms, if necessary	Offices Second Auditor	975 00
Contingencies		300 00
Total		8,700 00

BY THE TREASURY DEPARTMENT FOR THE FISCAL YEAR ENDED JUNE 30, 1883.

Location of building.	For what purpose used.	Rental.	Remarks.
Southwest corner of Seventeenth and F streets	Offices Second Auditor	$1,800 00	Per annum.
Fourth and fifth floors of No. 610 Seventeenth street	File-rooms of the Second Auditor	825 00	Per annum.
No. 1421 G street	Marine-Hospital-Service offices	1,800 00	Per annum.
No. 407 Fifteenth street	Bureau of Statistics	1,800 00	First half-year.
Do	do	1,500 00	Second half-year.
Rooms Nos. 1 and 2, Corcoran Building	Examination of applicants for Revenue-Marine Service	146 66	
Total		7,871 66	

Statement of buildings rented for the use of the War Department, in the City of Washington, during the fiscal year ended June 30, 1883, *prepared in accordance with the requirements of the act of March* 3, 1883.—22 Stats., p. 552. (*Estimate for* 1885 *on pages* 45 *and* 46.)

Location of building.	For what purpose used.	Annual rent.	Remarks.
Corner of Fifteenth street and Pennsylvania avenue	Office of Quartermaster-General	$10,000 00	
No. 620 Seventeenth street, N. W	Office of Adjutant-General	2,100 00	
No. 610 Seventeenth street, N. W	do	2,000 00	
No. 720 Seventeenth street, N. W	do	2,700 00	Vacated May 3, 1883.
No. 1704 G street, N. W	do	2,600 00	Vacated June 11, 1883.
No. 1703 New York avenue	do	1,200 00	Vacated December 11, 1882.
Nos. 1707 and 1709 New York avenue	do	3,000 00	Vacated December 11, 1882.
No. 17 Fifteen and a half street	Office of Commissary-General	2,500 00	
No. 1214 F street, N. W	Office of Paymaster-General	4,500 00	Vacated June 30, 1883.
No. 1503 Pennsylvania avenue, N. W	Office of Surgeon-General	3,200 00	
No. 941 F street, N. W., (second and third stories)	do	1,500 00	
Nos. 935, 937, and 939 F street, N. W	do	4,000 00	
No. 1733 G street, N. W	Medical Dispensary	1,000 00	
No. 1813 F street, N. W	Chief of Engineers	1,600 00	
Nos. 1719 and 1721 Pennsylvania avenue, N. W	Signal Office	480 00	Printing office.
No. 1719 Pennsylvania avenue, N. W., (engine-room)	do	25 00	

Statement of buildings rented for the use of the War Department, in the City of Washington, &c.—Continued.

Location of building.	For what purpose used.	Annual rent.	Remarks.
No. 1719 Pennsylvania avenue, N. W., (rear)	do	120 00	Carpenter-shop.
Nos. 1718 and 1720 Pennsylvania avenue, N. W	do	636 00	Publications division.
No. 1731 Pennsylvania avenue, N. W	do	720 00	July 1, 1882, to December 6, 1882.
Nos. 1719 and 1721 G street, N. W	do	1,900 00	Main office.
No. 1720 G street, N. W	do	180 00	July 1, 1882, to September 30, 1882.
No. 1725 G street, N. W	do	1,200 00	Property division.
No. 1732 G street, N. W	do	480 00	July 1, 1882, to November 30, 1882, and half of February, 1883.
No. 1732 G street, N. W., (rear)	do	120 00	Machine-shop.
No. 1741 G street, N. W	do	720 00	July 1, 1882, to November 30, 1882.
No. 2021 H street, N. W., (stable)	do	636 00	July 1, 1882, to October 30, 1882.
Nos. 616 and 618 Seventeenth street, N. W	do	1,800 00	Examiner's office, study-room, &c.
No. 1139 Seventeenth street, N. W., (rear)	do	600 00	Stable.

BUILDINGS RENTED BY THE INTERIOR DEPARTMENT.

Statement showing the number of buildings rented by the Interior Department, for the use of the bureaus and offices thereof, in the City of Washington, the annual rental of each, and the appropriations from which paid. (*Estimate for* 1885 *on pages* 55 *and* 56.)

Location.	Annual rental.	Appropriation from which paid.
Building, northwest corner Eighth and F streets, N. W., custodian	$360 00	Rent of buildings.
Building, northeast corner Eighth and G streets, N. W., Education	6,000 00	Do.
Building, northeast corner Seventh and E streets, N. W., Pensions and Geological Survey	2,500 00	Do.
Building, northwest corner Eighth and G streets, N. W., Geological Survey	1,800 00	Do.
Building, southwest corner Thirteenth and E streets, N. W., Pensions	16,000 00	Do.
Building, northeast corner Twelfth street and Pennsylvania avenue, N. W., Pensions	19,000 00	Do.
Building, Nos. 409, 411, and 413 Twelfth street, N. W., Pensions	2,160 00	Do.
Building, No. 508 Eleventh street, N. W., Pensions	600 00	Do.
Second National Bank Building, Seventh street, N. W., Census	5,500 00	Tenth Census.
Total	53,920 00	

BUILDINGS RENTED BY THE POST-OFFICE DEPARTMENT. (ESTIMATE FOR 1885 ON PAGE 69.)

Location of building.	For what purpose used.	Annual rent.
Premises No. 915 E street, N. W	Topographer's office	$1,500 00
Building northwest corner E and Eighth streets, N. W	Money-order office	8,000 00
Total		9,500 00

APPENDIX I.

In relation to the estimate for "Salaries, office of Assistant Treasurer at Boston." (*See page* 27.)

OFFICE OF ASSISTANT TREASURER U. S.,
Boston, Mass., October 1, 1883.

SIR: In submitting the enclosed estimates for the clerical service of this office for the next fiscal year, I deem it proper to respectfully recommend that the salaries of the chief clerk and the first paying-teller be placed at $3,000, in lieu of $2,500. The office of chief clerk was formerly better paid, but subsequently reduced at a period of insufficient appropriations. The Government recently lost the valuable services of their predecessors in both positions by their receipt of more desirable offers from private institutions, and in fact it is notorious that in the banks and other corporations here the rates of compensation average above those paid by the Government for like ability. I hope I may be pardoned for suggesting that this is a matter of serious import in a bureau where intelligence, experience, and fidelity are so needful. The former first teller, after a service of more than twenty years in various positions in this office, upwards of twelve of which he held the chief place, disbursing more than a thousand million dollars without the loss to the Government of a dime, was lost to the service, with his invaluable experience, for the matter of something more than $500 offered him by a neighboring bank. The previous chief clerk now receives, in a similar position, double the compensation allowed him when here. Both the present incumbents have served in this office upwards of twenty years, the most of which under a very moderate allowance, have fairly earned their promotion, and the consideration I most respectfully crave would be accorded by important mercantile establishments. Such compensation and such recognition render it an incentive to subordinate servants for faithful service.

Yours, with great respect,

M. P. KENNARD, *Assistant Treasurer U. S.*

HON. SECRETARY OF THE TREASURY.

APPENDIX J.

In relation to the estimate for "Salaries, office of Assistant Treasurer at New Orleans." (*See page* 27.)

OFFICE OF ASSISTANT TREASURER U. S.,
New Orleans, La., September 10, 1883.

SIR: In forwarding the increased estimate of appropriations for fiscal year ending June 30, 1885, I beg to invite your special attention to the additional force for which I have estimated, and ask your indorsement thereof.

Since assuming charge of this office, I have received a number of complaints from postmasters concerning delays in the receipt of their certificates of deposit and the dates thereon. I have also received a letter from Third Assistant Postmaster-General A. D. Hazen, referring to the same matter. (Printed below.) In reply to this, I stated that, while every effort would be made to facilitate all business passing through this office, yet the force allowed at present was so limited that it was impossible to count the funds (comprising, in many instances, large sums in one-cent pieces and other minor coins) and verify the accounts on the actual day of receipt, especially at the end of a quarter, when, coming in large numbers, they could only be handled in turn and certificates issued bearing date when said returns were entered on the books of this office. The banks also are complaining of the lack of accommodation afforded them in the exchange of silver for certificates, which, for reasons stated, we can now do only to a limited extent.

As these banks are very accommodating in the fall and winter in facilitating the circulation of the standard silver dollar, it seems but just that the Government should afford them the accommodation asked for, when the movement of funds tends to this centre.

My predecessor informs me he labored under the same embarrassment, but could get no relief.

Feeling, as I do, the pressing necessity to meet these just demands, and my inability to do so with the present force, I again ask your favorable consideration of the additional force estimated for.

Very respectfully,

P. F. HERWIG, *Assistant Treasurer.*

Hon. SECRETARY OF THE TREASURY.

POST-OFFICE DEPARTMENT,
Office Third Assistant Postmaster-General, Washington, D. C., May 15, 1883.

SIR: I am in frequent receipt of letters from postmasters who deposit their surplus funds with you, in substance alleging that there is a lack of promptness in returning to them certificates of their deposits, and that such certificates do not always show the date when the deposits are made, the consequence in either case being that the postmasters are subject to reprimand by the Department for apparent neglect to deposit their balances at the time prescribed by the postal regulations.

I bring this matter to your attention, not in the spirit of complaint, but to ask if something cannot be done to remedy the trouble, assuring you that the prompt issue of certificates, and the dating of them on the day when the deposits are received, will not only be an accommodation to the postmasters who deposit with you, but will very much facilitate the transaction of business in this office.

Very respectfully,

A. D. HAZEN,
Third Assistant Postmaster-General.

Hon. B. F. FLANDERS,
Assistant Treasurer U. S., New Orleans, La.

APPENDIX K.

In relation to the estimate for "Salaries, office of Assistant Treasurer at New York, N. Y." (*See page* 28.)

OFFICE OF ASSISTANT TREASURER U. S.,
New York, N. Y., September 17, 1883.

SIR: I have the honor to enclose, in pursuance of circular letter of July 17, 1883, the estimates of appropriations required for this office for service of fiscal year ending June 30, 1885. The total amount is $3,080 more than the amount which was appropriated by Congress for the service of this office for the current year, but the actual increase of pay of men employed here is only $680.

I renew my suggestion of last year that the salary of the chief of the note-receiving division be restored to its original amount of $3,000, and that he receive that amount the coming year, instead of $2,800, as at present. And I urge that the four janitors now doing duty as night-watchmen, and paid out of the appropriation "for pay of assistant custodians and janitors," be put on the regular pay-roll of this office and paid at the same rate as the six now designated on our roll as watchmen. The janitors render precisely the same service as the watchmen, and receive only $600 per annum, while the latter receive $720.

Very respectfully,

THOS. C. ACTON, *Assistant Treasurer.*

Hon. SECRETARY OF THE TREASURY.

APPENDIX L.

In relation to the estimate for "Salaries, office of Assistant Treasurer at Philadelphia." (*See page* 28.)

OFFICE OF ASSISTANT TREASURER U. S.,
Philadelphia, Pa., September 5, 1883.

SIR: In forwarding the estimate of appropriation for the fiscal year ending June 30, 1885, herewith enclosed, I have the honor to ask your attention to my letter of October 4, 1882, in reference to an increase in the force of counters asked for at that time, and also included in the present estimate.

It is there stated that the mint in this city having been relieved of the redemption of minor coin, large additional labor has been imposed upon this office, requiring, when performed at the mint, the labor of not less than four persons, without any corresponding increase of the force. The same reasons still exist for the enlarged estimate, and I have the honor to request that the importance of the relief asked for may be brought to the attention of the committee having the matter in charge.

Very respectfully, your obedient servant,

GEO. EYSTER, *Assistant Treasurer U. S.*

Hon. SECRETARY OF THE TREASURY.

APPENDIX M.

In relation to the estimates for mints and assay offices. (*See pages* 29 *to* 32.)

TREASURY DEPARTMENT,
Bureau of the Mint, Washington, D. C., September 29, 1883.

SIR: I have the honor to transmit herewith estimates of appropriations required for the support of this bureau and the mints and assay offices of the United States for the fiscal year ending June 30, 1885.

I have submitted increased estimates in a few cases where the interests of the service seemed to demand it, but the total amount of the estimates is $2,050 less than the appropriations for the current fiscal year. In my own office I have asked that the salary of the adjuster of accounts be increased to $2,200, for the reason that the person holding that position is a skilled and accurate accountant, and, among other duties, has charge of one of the most important divisions of work in the bureau, namely, the examination and adjustment of the accounts of the mints and assay offices, involving receipts and payments amounting to hundreds of millions of dollars annually, and his services justly entitle him to the compensation proposed.

Under the head of contingent expenses of this bureau, I have recommended an increase of $300 in the appropriation for "books, balances, and incidentals," for the purpose of purchasing a balance for weighing coin and bullion. The estimate for "collecting mining statistics" is the same as was appropriated when this work was first placed under my charge. The sum of $5,000 would seem to be a very small sum to expend in collecting and collating complete information in regard to the production of the precious metals in this country, and a reduction from that amount has a tendency to cramp my efforts in that direction.

Under the head of Philadelphia Mint, I have recommended that the salary of the chief clerk be increased to $2,500. The chief clerk at present receives $2,250, and the increase, if granted, will place his salary on an equality with that paid the chief clerks at the mint at San Francisco and the assay office at New York. As the chief clerk is required by law to act as superintendent in the absence of that officer, it would seem that the salary paid the chief clerk at the Philadelphia mint should be equal to that paid at any of the others.

Upon the recommendation of the superintendent of the mint at San Francisco, I have asked that the salary of the assistant weigh-clerk be increased from $1,600 to $1,800. The position is a responsible one, and the present compensation would seem inadequate.

I have recommended that the appropriation for wages of workmen at the Denver mint be increased from $12,000 to $15,000, and the appropriation for contingent expenses from $6,000 to $8,000, to meet additional expense occasioned by increased deposits. I would state that the deposits of bullion at that mint have increased from about $500,000 in value in 1882 to about $1,000,000 in 1883, requiring more handling and melting, and consequently increased expenses for labor, fuel, and materials.

An increase of $1,000 has been asked for "wages and incidental expenses" at the assay office at Boise City for the same reason as at Denver.

Very respectfully,

HORATIO C. BURCHARD, *Director.*

Hon. SECRETARY OF THE TREASURY.

APPENDIX N.

In explanation of the estimate for "Legislative expenses, Territory of Idaho." (*See pages* 33 *and* 34.)

IDAHO TERRITORY,
Secretary's Office, Boise City, September 23, 1883.

SIR: I have the honor to transmit herewith my estimate of the amount of funds required for legislative expenses of this Territory and for the support of this office for the fiscal year ending June 30, 1885.

In explanation of the increase of mileage, I beg to state that the committees on mileage, at the late session of the legislature, after carefully considering the claims of the members for mileage, allowed the total number of 31,527 miles, which may be accounted for by the reapportionment of the Territory, and remote districts having now a greater number of representatives than heretofore. This places my estimate of mileage $705.40 in excess of that appropriated for a like purpose for the last legislative session.

The item of $3,000 for printing the revised laws was submitted by my predecessor, in the hope that the last legislative assembly would make some provision for a revision of our laws; but as nothing was accomplished in this direction, the money appropriated reverted into the Treasury. I feel confident our next session of the legislature will amply provide for a thorough revision of the laws, now extending through twelve sessions, as it is absolutely necessary, and I earnestly recommend that the amount I have estimated for, or so much of it as may be required to defray the expenses of publication, be appropriated. Congress, I believe, appropriated similar sums for the same purpose for the Territories of Montana and Washington.

In estimating for the sum of $720 for additional clerk-hire during the session of the legislature, I had in view the fact that it requires two competent clerks to record the proceedings of the legislature, and one equally competent to copy and prepare the laws for publication, in order to fulfil the requirements of the organic act. (Sec. 1844, Revised Statutes.) I may state that these clerks are under the direction of the Secretary, and that the item of such additional clerk-hire is allowed under section 1940, Revised Statutes.

The other items estimated for need no explanation whatever, as I have economized as far as possible, and the aggregate amount of my estimate, you will observe, is less than the amount appropriated for similar purposes for the fiscal year ending June 30, 1883.

I am, sir, with great respect, your obedient servant,

EDW. L. CURTIS, *Secretary of Idaho.*

Hon. SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
First Comptroller's Office, Washington, D. C., October 19, 1883.

SIR: The letter of Hon. Edward L. Curtis, Secretary of Idaho, dated September 23, 1883, which, with its enclosure, an estimate for legislative expenses for Idaho Territory, for the fiscal year 1885, was referred to this office for examination, is herewith returned. The estimates are approved.

The item of $3,000 for printing revised laws of that Territory, appropriated August 5, 1882, being an annual appropriation for 1883, not having been expended, as is explained in Mr. Curtis's letter, the estimate for its reappropriation is approved. Item for subordinate officers should be for $3,060.

Very respectfully,

WILLIAM LAWRENCE, *Comptroller.*

Hon. SECRETARY OF THE TREASURY.

APPENDIX O.

Statement of the number of persons employed and the amount paid to each during the fiscal year ending June 30, 1883, *from the appropriation for scientific experts, &c., in the Signal Office.* (*Estimate for* 1885 *on page* 41.)

No.	Capacity.	Rate per annum.	Amount received.	No.	Capacity.	Rate per annum.	Amount received.
1	Professor	$4,500 00	$4,500 00	1	Engineer	$420 00	$11 41
1	do	2,000 00	1,782 61	3	Press-boys	420 00	873 77
1	Computer	1,700 00	284 76	1	Stitcher and folder	420 00	101 54
3	Computers	1,600 00	4,132 00	1	Clerk	360 00	18 59
1	Computer	1,500 00	1,449 00	1	Messenger	360 00	235 77
1	Lithographer	1,500 00	737 50	1	Laborer	360 00	70 30
2	Clerks	1,500 00	3,000 00	3	Press-boys	360 00	659 10
1	Clerk	1,300 00	257 14	2	Messengers	300 00	549 70
3	Clerks	1,200 00	1,621 11	1	Laborer	300 00	100 83
3	do	1,000 00	2,167 81	1	Stitcher and folder	300 00	299 80
1	Proof-reader	960 00	15 82	1	Telephone-operator	240 00	239 84
5	Clerks	900 00	1,193 92	8	Messengers	240 00	784 20
2	Printers	900 00	90 00	2	Stitchers and folders	240 00	102 40
2	Clerks	840 00	357 55	4	Press-boys	240 00	349 06
12	do	720 00	3,125 65	1	Messenger	180 00	87 38
1	Carpenter	720 00	20 00	2	Laborer	180 00	25 87
1	Printer	720 00	60 00	1	Scrubber	156 00	138 44
4	Clerks	600 00	715 91	1	Messenger	120 00	11 94
2	Messengers	600 00	649 59			*Per diem.*	
1	Carpenter	600 00	50 00	1	Inspector	4 00	4 00
1	Printer	600 00	50 00	4	Painters	3 00	199 05
1	Messenger	540 00	539 64	3	Laborers	2 50	166 25
1	Engineer	480 00	413 48	1	Laborer	1 50	93 00
1	Clerk	480 00	40 00	1	Engineer	1 50	7 50
3	Messengers	480 00	1,004 69	18	Laborers	1 25	1,847 49
3	Laborers	480 00	585 15	1	Laborer	1 00	26 00
1	Stableman	480 00	479 68	1	Stitcher and folder	1 00	73 00
10	Messengers	420 00	3,189 44				
6	Laborers	420 00	411 32		Total		40,000 00

OFFICE CHIEF SIGNAL OFFICER, *September* 8, 1883.

APPENDIX P.

Statement showing the number of persons employed in the office of the Chief of Engineers, and paid from the various appropriations for rivers and harbors, fortifications, and surveys for military defences, and the amount paid to each during the fiscal year ending June 30, 1883, *prepared in accordance with the requirements of the act of August* 5, 1882.—22 Stats., p. 240. (*Estimate for* 1885 *on page* 44.)

Number, designation, and time employed.	Rate per annum.	Amounts paid.	Total.
One assistant engineer—July 1 to June 30	$4,200		$4,200 00
One assistant engineer—July 1 to August 7	3,000	$304 00	
August 8 to June 30	3,600	3,230 00	
			3,534 00
Five draughtsmen—July 1 to June 30	1,800		9,000 00
One draughtsman—July 1 to August 7	1,440	148 00	
August 8 to June 30	1,400	1,256 12	
			1,404 12

Statement showing the number of persons employed in the office of the Chief of Engineers, &c.—Continued.

Number, designation, and time employed.	Rate per annum.	Amounts paid.	Total.
One draughtsman—July 1 to August 7	$1,600	$164 44	
August 8 to June 30	1,200	1,076 67	
			$1,241 11
Two draughtsmen—August 9 to June 30	1,080		1,932 00
One draughtsman—July 1 to June 30	1,000		1,000 00
One clerk—July 1 to August 7	1,600	164 44	
August 8 to October 31	1,800	415 00	
			579 44
One clerk—July 1 to March 10	1,400		972 20
Five clerks—July 1 to June 30	1,400		7,000 00
Two clerks—August 8 to June 30	1,400		2,512 24
One clerk—August 9 to February 28	1,200	673 33	
March 1 to June 30	1,400	466 66	
			1,139 99
Two clerks—August 9 to June 30	1,200		2,146 66
One clerk—August 9 to January 31	1,200		573 33
One clerk—August 9 to March 4	1,200		686 66
One clerk—July 1 to August 7	1,000	102 77	
August 8 to June 30	1,200	1,076 67	
			1,179 44
One clerk—August 1 to June 30	1,200		1,100 00
Two clerks—August 9 to December 31	1,080	852 00	
January 1 to June 30	1,200	1,200 00	
			2,052 00
One clerk—August 9 to March 12	1,080		642 00
Two clerks—September 1 to June 30	1,080		1,800 00
One clerk—February 6 to March 9	1,080		102 00
One clerk—February 26 to June 30	1,080		375 00
One clerk—May 3 to June 30	1,080		174 00
One clerk—July 1 to August 7	1,080	111 00	
August 8 to June 30	1,000	897 23	
			1,008 23
One copyist—November 1 to June 30	720		480 00
One mechanic—August 9 to June 30	1,000		894 45
One assistant messenger—August 9 to May 15	720	554 00	
One messenger—May 16 to June 30	840	105 00	
			659 00
One assistant messenger—August 9 to June 30	720		644 00
One assistant messenger—July 1 to August 7	820	86 33	
August 8 to June 30	720	646 00	
			732 33
Two skilled laborers—July 1 to June 30	720		1,440 00
Total			51,204 20

WAR DEPARTMENT, OFFICE OF CHIEF OF ENGINEERS, *August* 17, 1883.

APPENDIX Q.

Explanation of increase of estimates for Public Buildings and Grounds under Chief Engineer, over the amounts appropriated for the year ending June 30, 1884. (*See pages* 46 *and* 150.)

The amounts of some of the items submitted being greater than the amounts appropriated for similar purposes for the fiscal year ending June 30, 1884, and others being for objects for which no appropriation has as yet been made, it is deemed advisable to submit the following brief explanation giving the reasons why the additional sums are asked for.

The amount appropriated "for one clerk" for the fiscal year ending June 30, 1884, is $1,400, and I recommend that his salary be increased to $1,600, (being $200 additional,) for the reason, as stated in my last annual report, "that the duties of the position are as exacting, and require quite as much intelligence and ability, as those performed by the majority of the third-class clerks in the Executive Departments. In addition, the present incumbent has been a faithful servant of the Government for over twenty-three years, (ten of which have been spent in this office,) and he can hope for advancement only through an increase of the salary of the position by act of Congress."

The salary of one public gardener is estimated for at $1,800, which is $200 more than the amount appropriated for the present fiscal year, and in recommending this increase I can but repeat the language used in my last report, as follows: "The salary of this position was placed by Congress during the years 1874, 1875, 1876, and 1877 at $1,800 per annum, so that the additional $200 submitted in my estimates is not an increase, but really a restoration. The duties of the position demand not only a thorough familiarity with tree, shrub, and plant culture, but also a practical knowledge of civil engineering as applied to landscape gardening, as this officer is charged with the duty of laying out such portions of the public grounds as are to be improved, and with the general oversight and immediate supervision of the work upon the public reservations and in the propagating greenhouses and nursery, under the charge of this office. The salaries of officers performing somewhat similar, though not as varied or extensive, duties under other departments of the Government in this city are larger than the present compensation (*i. e.* $1,600) of the public gardener, and I therefore earnestly recommend that the amount asked for in my estimate (viz., $1,800) be appropriated, in order that the salary may be restored to what it was prior to the reduction made by Congress in 1877."

The amount appropriated for the present fiscal year "for foremen and laborers employed on the public grounds" is $26,000, but, with the increase each year in the area of the improved reservations, requiring constant care and supervision

to maintain them in a sightly condition, an increase in the force used in the work becomes imperative. The acreage of the improved reservations is at least 20 per cent. more now than it was five years ago, and requires a corresponding increase in the labor employed in their care. I therefore recommend that the additional $4,000 asked for in my estimate, making $30,000 in all, be granted.

It will also be noticed that the language of this item has been modified by including an overseer and a draughtsman. These employés have heretofore been paid from this item for "foremen and laborers," but as the First Comptroller of the Treasury has now objected to allowing such payments, on the ground that the language of the act does not authorize the employment, it is recommended that both the overseer and the draughtsman be *specifically* mentioned in the appropriation act in order to meet the objection referred to.

I have asked for an additional day-watchman and for one night-watchman, for "Armory Square and reservations east to Botanic Gardens," and I recommend that they be granted. These grounds extend from Seventh to Second streets, and require the services of at least two watchmen to properly police them during the day, and of one watchman for night duty.

I have asked for a "watchman for the greenhouses at the nursery," in order that a proper supervision may be exercised over the buildings and other Government property in the nursery grounds, and I recommend that the appropriation be granted.

An estimate for a "watchman for Du Pont circle" is submitted and recommended. This circle has been selected as the site for the proposed statue to Rear-Admiral Samuel Francis Du Pont, and the work of improving the circle and preparing it to receive the statue is now in progress, under the act approved February 25, 1883. (See Digest of Appropriations, 1883, page 122.) The circle is in a central locality, and upon the completion of the improvement will doubtless be much frequented as a recreative resort. The services of a watchman will then become most essential, not only to protect the public property from injury, but also to protect from annoyance those who may frequent the park for their pleasure and profit.

I have also thought it proper to submit the following memorandum project of the work proposed to be done with the larger amounts estimated for under the title "Improvement and care of public buildings and grounds in Washington:"

For improvement, care, and maintenance of grounds south of Executive Mansion..... $10,000

The completed road and walk surfaces of these grounds, including the roadways between the Executive Mansion and Treasury Department and the Executive Mansion and the State, War, and Navy Department building, comprise an area of over 28,000 square yards, three-fourths of which are road surfaces, under almost constant travel. Four thousand cubic yards of fine gravel will be required to surface-dress these roads and walks, (during the fiscal year ending June 30, 1885,) to keep them in good condition, at an estimated cost for purchase of gravel, and for labor required for spreading, raking, and rolling the same, of $3,500.

The lawn surfaces of the grounds, including the enclosed portions around the Executive Mansion, comprise an area of about fifty acres. They require to be closely mown during the summer months, and in this climate would soon become worn-out and exhausted without annual top-dressings of suitable fertilizers or compost. The estimated cost of materials for compost and for labor in preparing and spreading it is $1,000.

For completing the planting of the grounds as far as practicable, including the purchase of ornamental trees and shrubs, good soil in which to plant them, and for labor of planting and staking the same, will, it is estimated, require $1,000.

For the purchase of bricks and cobble-stones for the construction of gutters needed to surface-drain the roadways and walks in the recently improved portions of the grounds, including the construction of drain-lodges and sewer connections, it is estimated will require $1,300.

For the purchase of material for, and the construction of, 400 lineal feet of rough ashlar-stone wall, and for a suitable stone coping for the same, at the northeastern boundary of the park, in front of the south wing of the Treasury Department, will require $3,200.

For ordinary care of greenhouses and nursery..... 2,000

Prior to July 1, 1882, there was appropriated annually the sum of $1,500 for the "Ordinary care of greenhouses and nursery." Since that date, however, two additional greenhouse structures have been added, and it is therefore estimated that an additional sum of $500 will now be needed to keep in proper repair the several buildings and their heating apparatus. The sum of $2,000 is therefore asked and recommended for this purpose.

For improving reservation on South Carolina avenue, between Fourth and Sixth streets, east..... 3,500

With this appropriation it is proposed to lay out and construct gravelled walks through the park on direct lines of travel, to enclose it with park post-and-chain fence or other suitable enclosure, and to plant ornamental trees and shrubs in accordance with the plan prepared for the improvement of the reservation. The estimated total cost of improving this public space was $5,000, of which $1,500 has been appropriated for the present fiscal year.

For improving reservation on North Carolina avenue, between Second and Third streets, east..... 3,000

With this appropriation it is proposed to complete the planting of the park with suitable ornamental trees and shrubs, to introduce water-pipe for irrigation, and to supply a rustic fountain proposed to be constructed in the centre of the park as required by the plan prepared for its improvement, and to construct necessary gutters, drain-lodges, and sewer connections for surface drainage.

The estimated total cost of improving this reservation was $4,000, of which $1,000 has been appropriated for the present fiscal year.

For ordinary care of Franklin square..... $1,000

This square has been maintained during the years since its improvement from the small amounts that could be allotted yearly for the purpose from the appropriation for "various reservations," but a larger amount than can be spared from that appropriation has now become necessary, and I recommend that a specific appropriation be provided, as in the case of Lafayette square.

For continuing improvement of reservation No. 17, and site of old canal northwest of same..... 20,000

With this appropriation it is proposed to complete the work of grading the park and its approaches; to excavate and remove street surfaces through the grounds, (which are generally on the line of proposed roadways;) to purchase gravel and necessary materials for the construction of roads and walks, and to continue the work of laying out the same; to purchase good soil for surface-grading proposed lawn surfaces of the park to a suitable depth for the growth of trees and shrubs; to purchase trees and shrubs, drain-pipe, water-pipe, and hose-valves, and to hire labor and horses and carts required in the general prosecution of the work of improvement in accordance with the prepared plans.

The following is an approximate estimate of the cost of materials and labor required for the above work:

For purchase of 8,000 cubic yards of gravel, $4,000.
For purchase of 10,000 cubic yards of good soil, $7,500.
For purchase of 600 evergreen and deciduous trees and shrubs, $500.
For purchase of 2,500 lineal feet of cast-iron water-pipe, hose-valves, and fittings, and 1,500 lineal feet of terra-cotta drain-pipe and necessary bends, cross-pieces, &c., and for labor in laying the same, $2,000.
For hire of labor and horses and carts, $6,000.

For painting iron fences, vases, lamps, and lamp-posts..... 2,000

As new reservations have been improved and enclosed, the number of lineal feet of iron fence to be annually painted has increased, so that $1,500, the amount annually appropriated for several years past, is not now sufficient to paint the fences of all the reservations controlled by this office. I therefore recommend that the appropriation be increased to $2,000, the amount submitted in my estimate.

For removing snow and ice..... 1,500

The amount appropriated for this purpose for the fiscal year ending June 30, 1884, is $1,000, but the experience of the winters of 1880–'81 and 1881–'82 has demonstrated that this amount is not always sufficient for the service of a severe season, and I therefore recommend that $500 additional be appropriated in order to provide for contingencies.

For improvement, care, and maintenance of various reservations..... 20,000

With this appropriation it is proposed to maintain in good condition the lawn surfaces, roadways and walks, trees and shrubbery, and drainage, &c., of improved and partly improved parks, for which no special appropriation is requested or provided. The acreage of these improved grounds is constantly increasing, and as they are generally situated in sections of the city embellished by expensive local improvements, they are required to be maintained in as good condition as practicable, to be in keeping with their surroundings.

It is proposed to expend the available amount remaining after providing for the above work in the improvement of public spaces on prominent avenues in various sections of the city where such improvements are deemed most necessary and desirable.

The following is an approximate estimate of the cost of the materials and labor required in the prosecution of the above work:

For the care and continued improvement of Rawlins, Farragut, McPherson, Mount Vernon, and Judiciary squares, Iowa, Fourteenth street, (Thomas,) Scott, and Dupont circles, and improved triangular spaces on Pennsylvania, New Hampshire, Massachusetts, Connecticut, Rhode Island, Vermont, New York, Ohio, and New Jersey avenues west of the Capitol, and of Stanton, Lincoln, and Sherman squares, and improved triangular public spaces on various avenues east of the Capitol, will be required, it is estimated, the sum of $10,000.

For the purchase of materials (such as soil, gravel, sod, drain-pipe, and park post-and-chain fence) and hire of labor and horses and carts, for improving the following reservations:

WEST OF THE CAPITOL.

Public space on Maryland avenue, between Seventh and Ninth streets, southwest, $3,000.
Four triangular spaces on Vermont avenue, between Q and U streets, northwest, $2,000.

EAST OF THE CAPITOL.

Five triangular spaces on Pennsylvania avenue, between Eighth and Twelfth streets, southeast, $4,000.
Two triangular spaces on Massachusetts avenue, between Eighth and Tenth streets, northeast, $1,000.

For improving Seward Place $10,000

This reservation is located at the intersection of Pennsylvania and North Carolina avenues, between Fourth and Sixth streets, east of the Capitol, and embraces an area of about four acres, over two of which are at the present time occupied by street surfaces, mainly on the lines of Pennsylvania and North Carolina avenues. The Washington and Georgetown street railway has its tracks laid on Pennsylvania avenue through this park. "It is proposed to remove the intersecting streets and avenues, together with the street-railway tracks, regrade, improve, and enclose the park in a manner similar to Stanton and Mount Vernon squares, with walks through it on direct lines of travel, for pedestrians only."

An approximate estimate of the cost of the above work is as follows:

For excavating and removing about 10,000 square yards of asphaltum street pavements, and the brick sidewalks and curbing bordering the same, $2,000.

For purchase of 4,000 cubic yards of good surface-soil, $3,000.

For purchase of 1,000 cubic yards of gravel, $500.

For removing and resetting park post-and-chain fence, including purchase of new cedar posts for same, $500.

For purchase of material and hire of labor required in the construction of sidewalks and granite curbing around the improved park, $1,000.

For purchase of water-pipe, drain-pipe, drinking fountains, construction of gutter-ways, &c.; for surface-drainage, and for hire of labor and horses and carts required to complete the work in accordance with the plan prepared for the improvement, $3,000.

For improving four reservations on New Jersey avenue, northwest..... 4,000

It is proposed to grade the surfaces of these reservations to correspond with surrounding street grades; to surface-soil to a sufficient depth for the growth of trees and shrubs; to sod margins and sow down general surfaces in lawn-grass seed, plant with suitable ornamental trees and shrubs, introduce water-pipes for irrigation, and enclose with park post-and-chain fence.

For improvements, care, and maintenance of the Smithsonian grounds..... 10,000

This park is the principal place of public resort south of Pennsylvania avenue, and comprises an area of about sixty acres, with road and walk surfaces of about 30,000 square yards. The Smithsonian Institution and the New National Museum are located in these grounds. With the appropriation asked it is proposed to complete the improvement of the southern portion of the grounds, (which at the present time are only partly improved;) to resurface and top-dress with good soil and compost worn-out portions of the lawns, re-coat with fine gravel road and walk surfaces, plant trees and shrubs, and construct additional drain lodges, guttering, &c., where required for more perfect drainage.

The following is an approximate estimate of the cost of the materials and labor required in the prosecution of the foregoing work:

For purchase of 5,000 cubic yards of gravel, $2,500.

For purchase of 2,000 cubic yards of soil and compost, $2,000.

For purchase of brick and cobble-stone for gutters, construction of drain lodges, purchase of terra-cotta drain-pipe, for making necessary connection with main sewers, $1,000.

For purchase of trees and shrubs, and good soil in which to plant them, $500.

For hire of labor and hire of horses and carts required in repairing roads and walks, in top-dressing lawn surfaces, and in the general work of the improvement of the grounds, $4,000.

For improvement and care of Armory square and reservation east to Botanic Gardens 5,000

These parks comprise an area of about thirty acres, with road and walk surfaces of over 10,000 square yards, in a somewhat advanced condition of improvement. With the appropriation asked it is proposed to place the roadways and walks in thorough repair, as also their street approaches; to construct gutters, drain-lodges, &c., for surface drainage on margins of roadways and walks which are at present frequently washed badly from heavy rainstorms, no adequate provision having as yet been made for this purpose; to top-dress lawn surfaces with good soil and compost where needed, and to plant additional trees and shrubs.

For improvement of Washington circle..... 4,000

With the appropriation asked it is proposed to regrade the park to conform to surrounding street grades; to introduce additional water-pipe for irrigation; to purchase good soil for resurfacing; to sod margins of walks, sow down in grass-seed general lawn surfaces, plant additional trees and shrubs, lay asphaltum walk surfaces on lines of travel through the park, and erect a drinking-fountain.

Telegraph to connect the Capitol with the Departments and Government Printing Office..... $1,500

The amount appropriated for this purpose for the fiscal year ending June 30, 1884, is $1,000, while for the past year $1,500 was provided, a portion of which was used in purchasing new instruments for the line. It is proposed to use the additional $500 requested in replacing such of the telegraph-poles as may become unserviceable, and also in running underground into the Executive Mansion, if practicable, the wires now crossing its roof, which will permit of the removal from the building of the unsightly fixtures now used for the purpose.

* * * * * * * * * * *

Very respectfully, your obedient servant,

A. F. ROCKWELL,
Colonel United States Army, in charge.

Hon. SECRETARY OF WAR.

APPENDIX R.

In relation to the estimates of the Commissioner of Patents. (*See pages* 59 *and* 60.)

DEPARTMENT OF THE INTERIOR,
United States Patent Office, Washington, D. C., September 27, 1883.

SIR: I have the honor to submit herewith estimates in duplicate for the appropriations required by this office for the fiscal year ending June 30, 1885.

The estimate for salaries is $650,000, an increase of $70,600 [$112,770] over the appropriation for the same purpose for the present fiscal year. This increase is made up in part by an increase in the salaries of some of the officers, and in part by an addition to the force required by the office. The estimate provides for an increase in the salaries of the assistant commissioner, examiners-in-chief, examiner of interferences, principal examiners, first assistant examiners, chief clerk, and the financial clerk. The salaries of these officers were fixed at a time when the business of the office and the importance of the work performed by each were much less than at present. The increase in the work and responsibility should carry a corresponding increase in salary. If the Government desires to retain the services of faithful and experienced men in a bureau where knowledge of the subjects to be dealt with must be possessed and skill in the treatment thereof exercised, better salaries than are now provided for in this office must be paid. In my recent report I called your attention to the large number of resignations which had taken place during the last fiscal year in the examining corps because of the inadequate salaries paid by the Government, and the hope that in private life a just remuneration would be obtained. By such resignations the office has lost many valuable men, whose places cannot be filled with others possessing the same skill and knowledge in years to come. If men can be found equally qualified and equally competent in a general sense to perform the duties required in this office, it will take years of patient, diligent, and careful toil to acquire the same degree of knowledge and skill these men possessed when they left it. Possibly some of them would have resigned whatever salaries might have been paid, but I have reason to believe that such would not have been the case.

Large additions are made each year to the sum of knowledge required to be possessed by each principal examiner, in order that he may properly discharge his duties. Upwards of 21,000 patents were issued during the last fiscal year. More than that number will probably issue in each succeeding year. To this field of research must be added all patents granted by each foreign government and the various publications relating to experiments and inventions in the arts and sciences. With these the principal examiner, so far as they relate to matters coming before his division, must be thoroughly acquainted; otherwise he is liable to grant a patent for something which is not patentable, and which should have been rejected by him. In order that such knowledge may be possessed, long-continued experience and diligent, patient study of the subjects are required.

In no other way can this class of men be secured and their services retained by the office than by the payment of proper salaries. The salary I have recommended, $3,000 per annum, is only a fair compensation for the class of men required for this service. Without proper salaries, the office simply becomes a training-school for persons who desire to acquire knowledge of its business in order to practice before it. This fact is, and has been for many years, common knowledge to all acquainted with the office, and the reason therefor also equally well known to be the inadequate salaries paid for the services of competent men by the Government.

If the office were not self-sustaining, and annually a charge upon the Government, there might be some excuse for not properly compensating its officers; but in face of the fact that nearly two and one-half millions of dollars now stand to the credit of the office in the Treasury of the United States, and the net surplus in its annual receipts hundreds of thousands of dollars, there is and can be no excuse for not securing and keeping the best skill and trained ability.

Aside from these considerations, it is due the inventors and manufacturers of the country that men possessing mechanical and technical skill and knowledge of particular arts and sciences be employed to do the work they submit to the office, and for which they amply pay. The entire expenses of the office are paid by this class of men, and they have the right to expect in return a full and just equivalent. This they do not and cannot receive in all cases at present, because the frequent changes by resignation render it impossible for the examiners to be as thoroughly acquainted with the business as they ought to be.

If the salary herein recommended is provided, I think it will be found that few changes in the heads of divisions will occur, and the office will practically have a more stable examining corps.

What I have said with reference to the principal examiners applies with equal force to the other officers above mentioned.

I have also included in the estimates provision for three additional principal examiners, and three first, second, third, and fourth assistant examiners; in other words, three additional examining divisions. This is made necessary by the large increase in the number of applications for patents presented for examination. The same number of examining divisions existed in 1880, as are now provided, when the office received upwards of twelve thousand cases less per year than at present. So greatly and rapidly has the work increased, that many of the divisions are months behind; at this date there are pending undetermined 5,279 applications, one division alone having on hand 539 cases. This condition must continue until relief

is afforded by the formation of new divisions. This increase was sought to be met by the additional assistant examiner provided for each division in the appropriation for the fiscal year 1882–'83. It has been found, however, that such addition is not sufficient to perform the work or transact the business. The only way in which relief can be brought is by the addition of examining divisions, and at least three more will be required for the next fiscal year.

An application clerk has been detailed from the clerical force, and designated to receive, register, and assign to the various divisions all the applications for patents which are filed in the office. The duties of this position have so multiplied and extended by the growth in the business of the office that it has been necessary to have a corps of clerks to discharge this work; from a single clerk this increase in the business has created a division. I have therefore recommended an appropriation of $2,000 per annum for an application clerk, to be so designated.

I have found it imperative, as have my predecessors, to have a stenographer qualified to receive decisions and correspondence from dictation. At present, and heretofore, a stenographer has been detailed from the clerical force of the office. Inasmuch as it has been found necessary that a stenographer be employed, I have recommended a specific appropriation therefor.

I have also recommended an appropriation for twenty-eight examiners' clerks, at $1,200 per annum each. These positions are now filled, with one exception, by ladies of the grade of copyists. The duties required of them, the knowledge necessary for the proper performance of these duties, the accuracy and skill demanded, in my opinion, fully warrant the recommendation. If this work were done by men competent to do it, each one would consider himself, and in fact be, entitled to receive a salary of $1,200. I know of no good reason why women who perform the same labor with equal intelligence and skill should not receive the same pay that men do. This recommendation is nominally an increase in the force, but is intended to provide better salaries for the persons who, after long trial, have been found competent to do this work. An increase in the copying division is absolutely necessary, as the work is now several weeks behind, and it must continue to accumulate until additional force is provided. The twenty-five ladies now detailed as examiners' clerks from the copying division necessarily reduced the efficiency of that force, and to that extent the work is retarded. If appropriation is made for the examiners' clerks, as above recommended, and also for the full number of copyists, the force, I think, will be sufficient to bring up the work and keep it up to date.

I have also estimated for a slight increase in the clerical force, such, in my opinion, being necessary for the reasons above stated. The clerical work of the office increases in proportion to the number of applications for patents received, and, in order that the work may be properly done, a corresponding increase must be made.

In the estimates submitted a year ago for the present fiscal year, an increase of force was recommended; that recommendation was not only disregarded, but the force then employed was reduced by twenty-one. The result is such as might have been anticipated. The work is now far behind, and the accumulation daily increasing. I think it fair to presume that a person who is competent to discharge the duties of Commissioner of Patents, and who daily attends to such duties, is quite as well qualified to judge of the wants and necessities of this office as a person who gives the subject perhaps a days' thought in a year, knowing little of such requirements and necessities. Experience fully justifies this conclusion. Undoubtedly the work of the office would have been somewhat behind if appropriation had been made for all the persons recommended in the last estimates, but it would not have been so much delayed, and so great inconvenience experienced as is now felt.

No messengers are provided for this office, and laborers, either skilled or otherwise, are detailed for such duties. One of these has been assigned to duty at the Commissioner's door for many years, and has discharged his work faithfully and acceptably, but can receive only the salary of a skilled laborer. I have recommended that provision be made for a messenger, at a salary of $1,000 per annum, as I think the duties performed warrant such salary.

The growth of the business of the office necessarily requires an increased expenditure in the publication of the "Official Gazette" and in the current photolithographic work. The estimates for the "Officical Gazette" exceed those of last year by $7,000, and for the current photolithographic work, $5,000. These sums, it is believed, will be sufficient to pay the expenses of this work. Should the work increase, however, in a greater ratio than in the past, a deficiency appropriation will be necessary.

No provision has heretofore been made to pay the expense of transmitting foreign exchanges, and such have been forwarded through the State Department. That Department, however, now refuses to further transmit them, owing to the increase in the number of patents and consequent increase in the expense of transportation. The patents have been selected and boxed, and are ready to be sent to the foreign governments. To pay the transportation of those on hand, and those which should be forwarded during the next fiscal year, at least $2,000 will be required. I therefore submit an estimate for that sum. This office is constantly receiving the patents issued by foreign governments, and is under obligation in return to transmit those issued by it.

Attention has heretofore been called to the fact that during the last term of the Supreme Court of this district a decision was rendered making it the duty of the Commissioner of Patents to inquire into the question of the public use or sale of an invention in this country for two years or more prior to the filing of an application for patent therefor, if it shall be made reasonably to appear that such invention had been in such use or on sale. Except in contested cases, such inquiry cannot be made, because no fund is provided to pay the expense thereof. Information is sometimes furnished by parties of the public use or sale of an invention who are unable or unwilling to bear the expense attendant upon the inquiry. In such cases the Commissioner is powerless, and must grant a patent to the applicant while there is doubt as to his right to receive it. An appropriation should be made sufficient to bear the expense of such inquiry in these cases. Believing that $1,000 will be sufficient for this purpose for the next fiscal year, I have submitted an estimate for that sum.

Very respectfully, your obedient servant,

E. M. MARBLE, *Commissioner.*

Hon. Secretary of the Interior.

APPENDIX S.

Statement of the expenditures by the Department of Agriculture, as provided by the act approved May 19, 1882, of all appropriations for the fiscal year ending June 30, 1883.

DEPARTMENT OF AGRICULTURE, *September* 30, 1883.

In compliance with an act of Congress approved June 19, 1878, I present herewith a detailed statement of the manner of the expenditure of the sum of one hundred and two thousand five hundred and eighty dollars appropriated for salaries in the Department of Agriculture for the fiscal year ending June 30, 1883.

Name.	Amount.
Geo. B. Loring	$4,500 00
C. V. Riley	2,500 00
J. R. Dodge	2,500 00
E. A. Carman	2,200 00
William Saunders	2,000 00
Peter Collier	1,936 81
B. F. Fuller	1,800 00
E. V. O'Brien	1,800 00
O. D. La Dow	1,800 00
Thomas Taylor	1,800 00
Geo. Vasey	1,800 00
Geo. A. Bacon	1,600 00
David Bremner	1,600 00
Clifford Richardson	1,600 00
B. Pickman Mann	1,600 00
L. O. Howard	1,600 00
R. E. Smith	1,600 00
F. L. Evans	1,600 00
F. Andrews	1,567 53
Henry Phelps	1,400 00
K. I. O'Toole	1,400 00
E. H. Stevens	1,400 00
Theo. Pergande	1,400 00
E. E. Howes	1,400 00
Edgar Richards	1,361 99
Edmund Burke	1,308 68
Allen Dodge	1,251 00
John P. Church	1,234 60
John W. Hall	1,200 00
John A. Harvey	1,200 00
S. S. Blackford	1,200 00
W. P. Conant	1,200 00
B. F. Bell	1,200 00
E. L. Phillips	1,200 00
A. T. Longley	1,198 40
Temple Clark	1,193 47
S. M. Clark	1,164 12
A. S. Caldwell	1,101 10
Sallie L. Sommers	1,098 90
Geo. W. Kennicott	1,065 80
P. H. Coffee	1,034 20
B. E. Shepherd	1,000 00
Augustus E. Knorr	1,000 00
C. C. Moulton	1,000 00
Miles Fuller	983 73
James Halley	960 00
William Alexander	929 50
A. S. Richmond	900 00
John Dugan	900 00
Emily F. Duke	900 00
Ed. W. Doherty	900 00
S. E. Jenkins	878 70
M. Helen Burr	866 80
E. L. Hart	840 00
M. C. Mitchell	832 40
Celena Walden	831 60
Virginia Miller	831 60
Ella V. Pepin	830 83
Thos. E. Jones	774 53
C. L. Harper	766 20
A. Koebele	752 50
A. de Frouville	750 00
Henry Kellum	720 00
Thomas Riggles	720 00
Daniel Sweeney	720 00
Denis Hallahan	720 00
William Halley	720 00
Henry Johnson	660 00
Robt. Taylor	660 00
A. J. White	654 90
Jno. N. Budlong	639 17
Ella Edwards	630 00
D. M. Nesbit	601 60
John P. Brown	600 00
James J. Sansom	586 10
H. W. Wiley	563 23
Thomas J. Ray	$557 07
Montague Fassett	549 50
Wilma E. Robinson	543 48
A. A. Starr	499 00
Philip W. Shippen	479 40
Carrie McKensie	420 00
F. N. Gregory	420 00
B. P. Turner	413 90
Gilbert Boyer	412 50
William O'Brien	385 60
Isaac Landis	358 00
M. C. Jones	293 36
Henry J. Hackett	269 95
John Shippen	240 60
Jno. A. Prince	236 47
Rebecca Williams	225 00
H. C. Robinson	201 10
Lucy A. Mygatt	200 83
Mary D. Newell	167 60
Wm. W. Green	163 50
Alex. E. Manning	158 37
R. J. Hagan	150 50
J. P. Hendley	145 48
Evie Lyons	133 91
W. T. Sedgwick	130 10
William Elmore	124 13
Lawrence Gallagher	110 60
James McLane	110 60
Joseph L. Midwood	106 06
James P. Stabler	101 10
Peyton Manning	89 68
J. M. Hines	84 20
Geo. L. Anderson	81 48
Martin Johnson	80 40
C. A. Crampton	79 67
Frank A. Blackford	75 00
Joseph Williams	74 35
Ella G. Latham	71 60
Geo. R. Dyer	71 50
Sarah E. Wilson	71 20
Wm. Curtis	70 50
Walter Paul	66 25
Laura E. Robinson	65 34
A. M. Ackerman	63 75
H. Christman	60 00
Katie Smith	60 00
Anna H. Dixon	59 30
Lucia H. Fish	59 30
George E. Deeth	58 87
T. J. Dawson	58 12
Philip Corridon	55 60
Katie Bushnell	51 43
A. M. Bradford	51 25
F. W. Thissell	50 00
C. E. Hooker	44 00
R. C. Hutchison	39 75
Frank Helmick	39 00
Maurice Dean	32 25
M. J. Alleger	30 00
Chas. E. Campbell	27 50
Joseph Hayden	27 00
D. Turner	27 00
John Sutton	24 00
A. V. Lowe	20 00
Sarah E. Lynde	20 00
Jos. S. Stettinus	18 00
J. R. Campbell	13 75
R. O. Lazenby	13 50
S. G. Davidson	12 00
N. H. Robbins	10 50
E. S. McNeill	8 75
Martha Roberts	7 50
E. D. Dudley	4 50
	102,575 49

GEO. B. LORING,
Commissioner of Agriculture.

COLLECTING AGRICULTURAL STATISTICS.

1882.			
May 23	Washington City post office	Postage-stamps	$658 40
May 24	do	do	125 00
May 31	James P. Stabler and others.	Salaries	456 90
June 3	Chas. Fischer	Drawing implements, &c	17 20
June 30	Washington City post office	Stamps	360 00
	James P. Stabler and others	Pay-roll	2,464 10
	Geo. B. Carse	Report on Florida	177 42
July 18	Edmund J. Moffat	Expenses to London	75 10
July 22	John C. Parker	Letter-press, stationery, &c	203 93
	D. B. Ainger, P. M	Postage-stamps	270 00
July 31	Geo. Marx and others	Salaries	1,471 43
Aug. 3	E. W. Ayers	Salaries to July 31	58 06
	Edmund J. Moffat	Salaries and expenses	119 57
Aug. 7	D. B. Ainger, P. M	Postage-stamps	300 00
	A. W. Carman	Copying report	70 80
Aug. 9	J. H. Foos	Salary for July	117 90
Aug. 12	D. B. Ainger, P. M	Postal cards	15 00
Aug. 21	Geo. B. Carse	Salary for July	117 90
Aug. 22	J. J. Chapman	Statistical sheets	10 50
Aug. 29	J. H. Foos	Salary in full	110 33
	John H. Carmony & Co	Commercial Herald and Monthly Review.	9 00
Aug. 31	Geo. Marx and others	Salaries	1,578 60
	Commercial Bulletin	Subscription for one year	5 40
	Kansas City Journal	Subscription for one year, and back numbers.	10 90
Sept. 2	E. W. Ayres	Salary to August 31	150 00
Sept. 9	Geo. B. Carse	do	117 90
Sept. 15	Edmund J. Moffat	Salary	168 50
	J. B. Cantel	Translating	192 40
Sept. 30	Geo. Marx and others	Salaries	1,625 61
	J. B. Cantel	Translating	48 91
Oct. 2	V. G. Fischer	Stationery	19 70
Oct. 4	Eva H. Quinn	Salary	58 80
	Sarah F. Seaton	do	107 20
Oct. 7	J. R. Dodge	For telegram	1 50
	E. W. Ayers	Salary	150 00
Oct. 9	W. W. Bowie	Salary to October 1	93 77
	J. M. Blanton	do	107 65
	J. H. Rinard	do	141 30
	E. W. Bowman	do	107 65
	T. S. Gold	do	73 91
	Henry Clark	do	75 00
	W. I. Chamberlain	do	157 69
	M. McGehee	do	104 39
	James Onslow	do	127 41
	Edmund Hersey	do	127 41
	J. T. Budd	do	53 78
	Arthur T. Neale	do	44 56
	L. M. Miller	do	109 28
	J. S. Newman	do	88 13
	S. L. Boardman	do	91 05
	R. W. Gentry	do	100 75
	Ira P. Jones	do	99 50
	A. E. Clark	do	73 91
	T. C. Morehead	do	106 02
	Cole Noel	do	141 30
	T. S. Christensen	do	88 13
	Robt. V. Yeakle	do	82 90
	James Baynes	do	93 02
	J. G. Knapp	do	65 21
	G. W. Kidd	do	89 34
	F. D. Curtis	do	179 39
	Wm. C. Stubbs	do	88 13
	J. M. McFarland	do	130 42
	W. D. Hoard	do	57 00
	Wm. H. Harris	do	107 65
	Edwin T. Smith	do	110 26
	José D. Lena	do	48 86
Oct. 10	Washington City post office	Postage-stamps	681 75
Oct. 11	John W. Hoyt	Salary to October 1	46 41
	S. D. Fisher	do	127 80
	Daniel H. Wheeler	do	121 71
Oct. 14	Edmund J. Moffat	do	163 00
Oct. 17	R. H. Sutherlin	do	38 26
	Edmund J. Moffat	Expenses	40 84
Oct. 18	Resources of California	Two volumes	6 00
Oct. 20	Wm. C. Lusk	Commercial Bulletin	9 00
	W. Byron Daniels	Salary to October 1	51 08
	Wm. L. Wilson	do	63 90
Oct. 21	Geo. B. Carse	Salary to September 1	114 20
Oct. 25	H. L. Pelouze & Son	Printing material	61 33
Oct. 30	Edmund J. Moffat	Expenses	22 43
	Thomas S. Lang	Salary to October 1	63 90
Oct. 31	Geo. Marx and others	Salaries	2,024 80
	E. W. Ayres	Salary to October 31	150 00
Nov. 8	L. A. Rawson	Salary to September 30	89 69
Nov. 15	Washington City post office	Stamps and postal cards	645 00
Nov. 16	Edmund J. Moffat	Salary, October	168 50
Nov. 30	J. C. Hemphill	Report No. 47	520 00
	F. I. Christensen	Salary	84 74
	J. B. Burr Publishing Company.	Index books	85 00
	Geo. Marx and others	Salaries	2,067 80
Dec. 1	Washington City post office	Postage-stamps	600 00
Dec. 2	Edmund J. Moffat	Expenses	18 53
Dec. 4	Janentzky & Co	Goods for draughtsman	26 00
Dec. 5	E. W. Ayres	Salary	150 00
Dec. 6	Geo. Ryneal	Goods for draughtsman	30 49
Dec. 13	Libbie J. Holmes	Nine days' salary	20 54
Dec. 14	Thos. L. Tullock, P. M	Stamps	300 00
Dec. 16	Edmund J. Moffat	November salary	163 00
	John C. Parker	Stationery	95 85
Dec. 23	W. O. Atwater	Article on nitrogen experiment	896 00
Dec. 31	Geo. Marx and others	Salaries	2,201 35
1883.			
Jan. 3	E. W. Ayres	Salary	150 00
Jan. 5	A. W. Carman	do	70 80
Jan. 6	L. A. Ransom	do	125 00
	S. D. Fisher	do	250 00
	J. T. Budd	do	75 00
	C. E. Bowman	do	150 00
	Edmund J. Moffat	do	168 50
	Washington City post office	Postage-stamps	600 00

1883.			
Jan. 6	Wm. B. Dana & Co	Commercial and Financial Chronicle.	$10 20
Jan. 8	Cole Noel	Salary	200 00
	W. D. Hoard	do	175 00
	Daniel H. Wheeler	do	175 00
	W. I. Chamberlain	do	250 00
	R. W. Gentry	do	175 00
	Wm. H. Harris	do	150 00
	Geo. W. Kidd	do	175 00
	Edwin T. Smith	do	175 00
	James Onslow	do	175 00
	J. H. Rinard	do	200 00
	F. D. Curtis	do	250 00
	W. C. Stubbs	do	150 00
	C. W. Smith	do	37 53
	H. H. Young	do	63 54
	José D. Sena	do	75 00
	Henry Clark	do	100 00
	T. S. Gold	do	100 00
	Arthur E. Clarke	do	100 00
	Arthur T. Neal	do	100 00
	J. G. Knapp	do	100 00
	W. L. Wilson	do	125 00
	F. C. Morehead	do	150 00
	James M. McFarland	do	200 00
	Samuel L. Boardman	do	125 00
	W. W. W. Bowie	do	125 00
	Robert V. Yeakle	do	125 00
	J. M. Blanton	do	150 00
	Ira P. Jones	do	150 00
	J. S. Newman	do	150 00
	Montford McGehee	do	150 00
	Lewis M. Miller	do	150 00
Jan. 9	R. N. Sutherlin	do	75 00
	John C. Parker	Stationery	168 25
	Philadelphia Commercial List.	One year's subscription, to January 3.	4 00
Jan. 15	W. Byron Daniels	Salary	100 00
Jan. 16	Thomas S. Lang	do	125 00
	Ashmead Bros	Maps	9 00
Jan. 18	Edmund Hersey	Salary	175 00
Jan. 20	Janentzky & Co	Autograph paper	23 40
Jan. 23	Learned Thompson & Co	Commercial Shipping List	8 00
	Washington City post office	Stamps	300 00
Jan. 27	A. Cowles	Chicago Tribune	12 00
Jan. 31	George Marx	Salaries	2,924 80
Feb. 1	E. W. Ayres	Salary	150 00
Feb. 7	David M. Stone, president	Journal of Commerce	1 50
Feb. 8	Edmund J. Moffat	Salary	172 20
Feb. 9	John W. Hoyt	do	75 00
Feb. 12	Jas. Baynes	do	150 00
Feb. 13	Washington City post office	Stamps	3,600 00
Feb. 20	F. T. Bickford	Reporting and transcribing	263 13
	Geo. W. Porter	Baltimore Journal of Commerce	3 00
	V. G. Fischer	Stationery	762 28
Feb. 21	M. D. Newell	Salary	70 80
	Washington City post office	Stamps and postal cards	55 00
Feb. 23	John C. Parker	Stationery	75 15
	Chas. C. Maurer	Engravers' blocks	100 00
Feb. 28	Geo. Marx	Salaries	2,872 00
	Chas. A. Keffer	do	400 00
Mar. 3	James J. Chapman	Stationery	65 66
Mar. 5	Chas. Fischer	do	19 50
	E. W. Ayres	Salary	150 00
	L. H. Hopkins	Locks, &c	2 01
Mar. 7	Geo. Ryneal, jr	Engrossing-pens, &c	6 35
Mar. 8	Edmund J. Moffat	Salary	182 96
Mar. 12	Franklin & Co	Magnifying-glass	5 00
Mar. 14	S. Waterhouse	Report on jute culture	100 00
Mar. 19	J. C. Brainerd	Salary	38 00
Mar. 20	V. G. Fischer	Stationery	195 14
Mar. 21	W. H. Walemley	Reading glasses	6 00
Mar. 24	John C. Parker	Blank books	24 00
Mar. 30	Edmund J. Moffat	Salary	65 21
Mar. 31	W. W. W. Bowie	do	125 00
	W. L. Wilson	do	81 90
	James Onslow	do	175 00
	S. D. Fisher	do	250 00
	Wm. C. Stubbs	do	150 00
	F. C. Morehead	do	150 00
	L. A. Ransom	do	125 00
	J. S. Newman	do	150 00
	C. E. Bowman	do	150 00
	Henry Clark	do	100 00
	H. H. Young	do	150 00
	R. W. Gentry	do	175 00
	W. I. Chamberlain	do	250 00
	Chas. W. Smith	do	75 00
	M. McGehee	do	150 00
	Samuel L. Boardman	do	125 00
	John W. Hoyt	do	75 00
	Daniel H. Wheeler	do	175 00
	Arthur E. Clark	do	100 00
	T. S. Gold	do	100 00
	W. D. Hoard	do	175 00
	James Baynes	do	150 00
	G. W. Kidd	do	175 00
	José D. Sena	do	75 00
	Lewis M. Miller	do	150 00
	J. H. Rinard	do	200 00
	J. T. Budd	do	75 00
	J. M. Blanton	do	150 00
	Geo. Marx and others	do	3,119 00
Apr. 5	Alden B. Hunt	Expenses	94 20
	Do	Salary	80 65
	Edmund J. Moffat	Salary to March 31	172 20
Apr. 6	W. Byron Daniels	do	100 00
	J. G. Knapp	do	100 00
	Newel Cheney	do	119 40
	Edmund Hersey	do	175 00
	Edwin F. Smith	do	175 00
	F. D. Curtis	do	250 00
	Robt. V. Yeakle	do	125 00
	J. M. McFarland	do	200 00

COLLECTING AGRICULTURAL STATISTICS—CONTINUED.

1883.				1883.			
Apr. 6	Cole Noel	Salary to March 31	$200 00	June 30	Daniel H. Wheeler	Salary, quarter ending June 30...	$175 00
	Wm. H. Harris	....do	150 00		R. W. Gentry	....do	175 00
	R. N. Sutherlin	....do	75 00		G. W. Kidd	....do	175 00
Apr. 9	John C. Parker	Stationery	20 00		Edwin F. Smith	....do	175 00
Apr. 10	Thos. S. Lang	Salary	125 00		W. D. Hoard	....do	175 00
Apr. 12	Nora M. Swing	....do	13 85		Edmund Hersey	....do	175 00
Apr. 18	A. R. Hart, treasurer	Plates, &c	102 30		J. M. Blanton	....do	150 00
Apr. 20	Z. D. Gilman	Hektograph-ink, &c	7 50		J. S. Newman	....do	150 00
Apr. 24	A. S. Welch	For report on European colleges, &c.	658 00		Lewis M. Miller	....do	150 00
					F. C. Morehead	....do	150 00
Apr. 27	Charlotte W. Pattison	Salary, March	62 00		James Baynes	....do	150 00
Apr. 30	Geo. Marx and others	Salaries	3,238 64		Wm. H. Harris	....do	150 00
	E. A. Vail	Salary, April	59 30		H. H. Young	....do	150 00
May 3	Edmund J. Moffat	Salary and expenses, April	177 08		Wm. C. Stubbs	....do	150 00
May 4	Alden B. Hunt	Expenses	19 55		M. McGehee	....do	150 00
	V. Grottenthaler & Son	Boxwood engraving-blocks	200 00		C. E. Bowman	....do	150 00
May 7	Louis Breedin	Salary, March	72 30		W. W. W. Bowie	....do	125 00
May 9	G. B. Carse	Salary, April	123 60		Samuel L. Boardman	....do	125 00
May 11	Alden B. Hunt	....do	100 00		Newel Cheney	....do	125 00
May 21	E. M. Kemmerer	Four days' salary, May	7 91		Robert V. Yeakle	....do	125 00
May 22	John C. Parker	Letter-paper	30 00		L. A. Ransom	....do	125 00
May 31	Lucy A. Mygatt	Salary, May	82 42		T. S. Gold	....do	100 00
	Geo. Cartner	Volume IV, Encyclopædia Britannica.	7 00		Arthur E. Clarke	....do	100 00
					W. Byron Daniels	....do	100 00
	Alden B. Hunt	Salary, May	100 00		J. G. Knapp	....do	100 00
	Geo. Marx and others	Salaries, May	3,419 00		Henry Clark	....do	100 00
June 1	Geo. B. Carse	Salary, May	127 80		J. T. Budd	....do	75 00
	Bausch & Laub Optical Company.	Microscopic instrument	24 00		Charles W. Smith	....do	75 00
					R. N. Sutherlin	....do	75 00
June 4	Wm. E. Pabor	Salary, May	100 00		John H. Strider	....do	21 98
	Edmund J. Moffat	....do	185 10		Alden B. Hunt	....do	106 49
June 18	Kate Wing	Salary from June 1 to 15	34 62		Geo. B. Carse	Salary, June	123 60
	L. Bruner	Expenses, May 24 to June 7	83 60		John P. Brown	....do	98 90
	Lawrence Bruner	Expenses, May 20 to May 24	97 25				
June 19	V. G. Fischer	Stationery	1,725 13		Error in voucher No. 53, quarter ending December 31, short...		10
June 28	Do	Tracing-paper, &c	18 01				
June 30	Edmund J. Moffat	Salary, June	171 13		SUPPLEMENTAL.		
	Geo. Ryneal	Brushes	2 10				
	George Marx and others	Salaries	3,041 70	July 7	José D. Sena	Salary	75 00
	Otto Heidemann and others	....do	998 60		Clague, Wegman & Schlichs & Co.	Index	25 00
	Wm. E. Pabor	Salary, quarter ending June 30...	300 00				
	Ira P. Jones	....do	300 00	July 9	Thomas S. Lang	Salary	125 00
	S. D. Fisher	....do	250 00	July 19	Lawrence Bruner	Expenses	77 45
	F. D. Curtis	....do	250 00	July 21	James Onslow	Salary to June 30	175 00
	W. I. Chamberlain	....do	250 00	Aug. 7	John W. Hoyt	....do	75 00
	Cole Noel	....do	200 00				
	J. H. Rinard	....do	200 00				77,322 80
	J. M. McFarland	....do	200 00				

PURCHASE AND DISTRIBUTION OF VALUABLE SEEDS, &c.

1882.				1882.			
July 6	McFarland & Stephenson	Freight and hauling	$6 50	Sept. 9	A. H. Gheen and others	Labor in seed-room	$148 00
July 7	Steamer "John Gibson"	Freight	3 56		Geo. H. Aschenback	Repairing printing-press	40 00
July 8	James J. Chapman	Twine	73 32	Sept. 13	Deborah Hamner and others	Labor in seed-room	81 88
	John Saul	Plants	124 76	Sept. 15	Mary Donnahue and others	....do	365 25
	James J. Chapman	Paper	200 00		Walter Paul and others	....do	454 64
	Hamilton Easter & Sons	Cotton cloth	675 00	Sept. 16	W. H. Rapley	Seed-measures	90
July 14	Z. D. Gilman	Gum-arabic, &c	126 39	Sept. 19	J. R. Lewis	Seven-top turnip-seed	26 25
July 15	Martha Roberts and others	Labor	498 51		D. Landreth & Sons	Landreth's white winter wheat	700 44
	James J. Chapman	Twine	14 00		Baltimore and Potomac Railroad Company.	Freight and charges	96 00
July 17	Hiram Sibley	Seeds	856 00				
July 19	Richard V. Gaines	Turnip-seed	6 00		Do	....do	36 30
July 20	McFarland & Stephenson	Freight and hauling	2 00		Do	....do	5 18
July 21	Peter Henderson & Co	Seeds	4,730 40	Sept. 21	Geo. L. Anderson	Labor in seed-room	25 50
July 22	John C. Parker	Paper and twine	373 19	Sept. 25	D. Landreth & Sons	Seeds	438 96
	M. Brodhead, agent	Thread, &c	150 00		E. Whitman, Sons & Co	Oats	270 00
July 27	Susie McDermott and others	Labor in seed-room	194 38	Sept. 29	Baltimore and Ohio Railroad Company.	Freight	5 47
	Geo. W. Knox	Freight and hauling	2 75				
July 31	A. S. Richmond and others	Salaries	924 24	Sept. 30	A. S. Richmond and others	Salaries	1,261 28
	H. McQueeney and others	Labor	482 38		H. McQueeney and others	Salaries and labor	658 51
	Mattie Thompkins and others	....do	157 57		F. Clements and others	....do	500 63
	J. P. Hendley	....do	89 50		Geo. L. Anderson	....do	15 00
	Baltimore and Potomac Railroad Company.	Freights	39 87		A. G. Wood and others	....do	173 81
					S. G. Davidson and others	Salaries	102 25
Aug. 2	Annie Furlong and others	Making seed-bags	224 25	Oct. 3	A. Sangston	Labor	2 50
	Lucy Butter	Work in seed-room	2 50	Oct. 4	E. A. Carman	Expenses	4 75
Aug. 4	John Nebb and others	Labor	83 00	Oct. 7	Wm. Alexander and others	Labor	85 50
Aug. 5	Charles S. Simmons	Rice wheat	459 13	Oct. 9	J. W. Sparks	Wheat	698 53
	Hamilton Easter & Sons	Cotton cloth	202 50	Oct. 11	Thomas Meehan	Tree-seed	58 00
	V. G. Fischer	Paper and twine	301 17	Oct. 14	H. McQueeney and others	Labor	630 76
	David I. Saunders	Plants	58 40		Mary L. Gordon and others	....do	365 88
	John W. Roman	Beans	112 50		L. C. Miller	....do	7 50
Aug. 7	James J. H. Gregory	Turnip-seed	208 70	Oct. 21	Geo. W. Knox	Freight and hauling	153 30
Aug. 8	Wm. Warren	Labor in seed-room	9 00	Oct. 23	John C. Parker	Manila paper, &c	532 00
Aug. 11	J. V. Enoch	Seven-top turnip-seed	61 98	Oct. 24	E. A. Carman	Expenses	20 05
	Baltimore and Ohio Railroad Company.	Freight and charges	77 27	Oct. 25	H. K. Hogan and others	Labor	92 50
				Oct. 27	Polman Movy	Bulbs	339 32
Aug. 12	T. M. Embrey and others	Labor	75 25	Oct. 28	Beverly Jones	Hauling and freight	1 85
Aug. 15	Ida Pendel and others	Labor in seed-room	281 50	Oct. 31	Hamilton Easter & Sons	Cotton cloth	210 00
	H. McQueeney and others	....do	322 01		A. S. Richmond and others	Salaries	1,281 50
Aug. 17	David Landreth & Sons	Beans and squash-seed	1,719 90		Martha Roberts and others	Labor	576 27
	F. E. McAllister	Millet-seed	1,035 60		Walter Paul and others	....do	439 13
	P. L. Hargett & Co	Rice wheat	418 80		Ella Corbin and others	....do	395 01
Aug. 21	Baltimore and Ohio Railroad Company.	Freight and charges	68 50		H. C. Bowie and others	Making seed-bags	65 17
					J. G. Wilson	Labor	40 50
	Lizzie Harvey and others	Labor in seed-room	30 00	Nov. 1	Baltimore and Potomac Railroad Company.	Freight and charges	45 30
	McFarland & Stephenson	Freight and hauling	3 30				
Aug. 24	Chas. Boughton and others	Labor in seed-room	163 75	Nov. 2	V. H. Hallock, Son & Thorp	Bulbs	78 37
	Chas. S. Simmons	Rice wheat	455 80	Nov. 3	Geo. S. Haskell & Co	Seeds	419 88
	Hamilton Easter & Sons	Cotton cloth	337 50	Nov. 4	Geo. W. Knox	Freight and hauling	2 07
	A. T. Conard, president	Rose-plants	58 50	Nov. 8	J. T. Lovett	Strawberry-plants, &c	150 00
Aug. 30	Baltimore and Potomac Railroad Company.	Freight and charges	30 81	Nov. 11	John Russell and others	Labor in seed-room	88 50
					E. A. Carman	Expenses	19 50
Aug. 31	A. S. Richmond and others	Salaries	1,153 77	Nov. 15	Walter Paul and others	Labor in seed-room	697 75
	H. McQueeney and others	Labor in seed-room	349 63		M. J. Tompkins and others	....do	336 88
	May Jones and others	....do	301 26		Peter Henderson & Co	Seeds and bulbs	8,244 00
Sept. 2	Ella Wallingsford and others	Making seed-bags	326 55	Nov. 17	Z. D. Gilman	Paste-brushes	5 50
Sept. 8	Peter Henderson & Co	Seeds	187 50	Nov. 22	E. A. Jacobs and others	Labor	138 75
	Herbert Post	Johnson grass-seed	262 50	Nov. 25	John C. Parker	Manila paper	72 00
	S. M. Tracey	Ostrey wheat	250 29		G. Buckingham and others	Labor	54 00
Sept. 9	Andrew Glass	Expenses	243 95	Nov. 27	M. Brodhead, agent	Thimbles and needles	4 06

PURCHASE AND DISTRIBUTION OF VALUABLE SEEDS, &c.—CONTINUED.

1882.			
Nov. 30	M. J. Jackson and others	Labor	$314 38
	A. S. Richmond and others	Salaries	1,258 20
	John Cook	Grape-cuttings	60 00
	Thomas Meehan	Tree-seed	115 73
	T. S. Hubbard	Grape-cuttings	155 00
	David I. Saunders	Strawberry-plants	319 00
	Walter Paul and others	Labor	598 38
	H. H. Best	Rice	19 25
Dec. 1	H. Rosendale	New knife and grinding	30 50
Dec. 2	Kellogg & Morse	Onion-seed	201 32
Dec. 5	W. L. White	Watermelon-seed	33 75
	O. Warren and others	Labor	17 75
Dec. 6	F. A. Miller	Bulbs	32 50
	S. F. Dolbear and others	Labor	79 75
Dec. 7	Baltimore and Potomac Railroad Company.	Freight	70 81
Dec. 9	Peter Henderson & Co	Seeds	1,801 35
	B. K. Bliss & Co	do	483 00
	Robert Robertson and others.	Labor	98 75
	James M. Thorburn & Co	Locust-seed	25 00
	John H. Mattingly	Clerical service in seed-room	17 61
	Z. D. Gilman	Gum-arabic	52 80
	Steamer "John Gibson"	Freight	10 33
Dec. 11	F. A. Miller	Bulbs	1 06
Dec. 12	John Saul	Bulbs, &c	37 25
Dec. 13	H. D. Anderson and others.	Labor in seed-room	240 25
Dec. 15	Jennie Bellopp	Clerical services, nine days	17 61
Dec. 16	John C. Parker	Paper, &c	108 00
	J. R. Campbell and others.	Making seed-bags	171 00
	Walter Paul and others	Labor in seed-room	547 63
Dec. 18	Hamilton Easter & Sons	Cotton cloth	292 50
	B. F. Fuller	Freight	2 50
Dec. 20	Peter Henderson & Co	Seeds	3,745 00
Dec. 21	J. T. Boggess	Tobacco-seed	225 00
	Euginie Summers and others.	Labor	285 00
Dec. 22	Bernard Bailey	Shoe-knives	1 80
	John A. Palmer	Tobacco-seed	334 50
	Aaron Low	Squash and tomato seed	340 75
	Peter Henderson & Co	Seeds	490 75
Dec. 23	E. A. Carman	Expenses	29 50
	Martha Tyler and others	Labor	128 75
	J. W. Towers and others	do	113 75
	Chase Brothers	Pease	462 00
Dec. 26	Baltimore and Potomac Railroad Company.	Freight	24 22
Dec. 27	James J. H. Gregory	Carrot and radish seed	155 75
Dec. 29	A. Q. Withers	Okra-seed	7 50
Dec. 30	Thomas Meehan	Osage-orange seed	5 00
	A. W. Livingston Sons	Tomato-seed	125 00
	Thomas Meehan	Tree-seed	122 50
Dec. 31	A. S. Richmond and others	Salaries	1,259 83
	Walter Paul and others	Labor	655 80
	B. A. Coleman and others	do	347 50
	James J. H. Gregory	Seeds	185 96
	Geo. S. Haskell & Co	do	1,151 00
	Steamer "E. C. Knight"	Freight and charges	32 32
1883.			
Jan. 6	B. K. Bliss & Co	Seeds	879 50
Jan. 8	Baltimore and Ohio Railroad Company.	Freight	15 25
Jan. 9	John C. Parker	Knives, book-paper, &c	38 80
	James J. H. Gregory	Seeds	83 00
Jan. 11	Garrett & Buchanan	Oiled paper	15 60
	The Kenka Vineyard Company.	Grape-cuttings	287 00
	F. E. McAllister	Bags, brushes, &c	462 50
	Peter Henderson & Co	Seeds	806 75
Jan. 13	R. H. Garrett and others	Salaries	387 63
Jan. 15	Frank Helmick and others	do	564 25
	A. H. Grimsted and others.	do	395 63
Jan. 16	Thomas Meehan	Seeds	96 88
Jan. 19	F. E. McAllister	do	574 15
Jan. 20	Peter Henderson & Co	W. P. onion-seed	526 00
	Wm. M. Lindner and others.	Salaries	146 50
Jan. 22	Baltimore and Ohio Railroad Company.	Freight and charges	12 37
Jan. 23	Baltimore and Potomac Railroad Company.	do	116 80
	M. Brodhead	Linen thread	20 00
Jan. 25	J. R. Campbell and others	Making bags	202 78
1883.			
Jan. 25	Johnson, Robbins & Co	Seeds	$1,194 50
Jan. 27	Geo. L. Anderson and others.	Salaries	436 63
Jan. 31	Frank Helmick and others	do	480 50
	Jno. N. Budlong and others.	do	1,118 30
	A. H. Grimsted and others.	do	363 75
Feb. 3	Baltimore and Ohio Railroad Company.	Freight charges	5 70
	Jas. J. H. Gregory	Seeds	431 00
	Peter Henderson & Co	do	27 75
	H. L. Pelouze & Son	Printing material	10 50
Feb. 5	W. T. Webb	Cotton-seed	200 00
	James J. H. Gregory	Sweet corn	462 50
Feb. 7	Henry Stabler	do	138 00
	Geo. W. Knox	Freight charges	26 00
Feb. 12	Thomas Meehan	Flower and tree seed	117 85
Feb. 14	F. E. McAllister	Seeds	154 05
Feb. 15	A. H. Grimsted and others	Salaries	355 00
	Lizzie Harvey and others	do	509 50
Feb. 16	Baltimore and Potomac Railroad Company.	Freight and charges	238 83
Feb. 21	Howcroft & Watkins	Seeds	253 17
Feb. 23	Wm. B. Cunningham	Jute-seed	344 64
	John C. Parker	Twine, paper, &c	156 80
Feb. 24	Frank Helmick and others	Salaries	219 50
Feb. 28	Maggie Smith and others	do	808 75
	Frank Helmick and others	do	480 75
	Belle C. Saunders	Salary	48 00
Mar. 1	A. W. Carman	do	65 40
Mar. 2	W. H. Rapley	Cups and plates	1 80
Mar. 3	W. A. Sanders	Seeds	3 13
Mar. 5	F. E. McAllister	Pyrethrum-seed	10 00
	Baltimore and Ohio Railroad Company.	Charges	85
Mar. 7	Thomas Meehan	Seeds	13 50
Mar. 13	Pabst & Arming	Charges	24 55
Mar. 14	Peter S. Chase	Seeds	75 00
Mar. 15	Wash. Leftinsh and others	Salaries	508 63
	Anna N. Dixon and others.	do	115 00
Mar. 20	H. Rosendale	Sharpening knife	1 50
Mar. 21	M. T. Daviess	Artichokes	24 70
Mar. 24	S. W. Johnson	Egyptian prolific corn	114 82
	Peter Henderson & Co	Seeds	831 50
	John C. Parker	Paper, twine, &c	213 57
Mar. 26	Monroe Morris	Egyptian prolific corn	244 73
Mar. 27	Baltimore and Ohio Railroad Company.	Charges	31 41
Mar. 30	R. Hancock	Egyptian prolific corn	119 46
Mar. 31	W. M. Curtis and others	Salaries and labor	674 25
	Maggie Smith and others	Salaries	745 80
	A. W. Carman and others	do	72 30
Apr. 2	Baltimore and Potomac Railroad Company.	Charges	3 79
Apr. 3	Baltimore and Ohio Railroad Company.	do	41 05
Apr. 4	Geo. W. Knox	do	7 44
Apr. 6	Henry Stabler	Onion-seed	16 00
Apr. 7	Hiram Sibley & Co	Seeds	668 57
Apr. 16	G. Cowing	Potatoes	150 00
	Kenka Vineyard Company	Grape-cuttings	132 50
Apr. 17	Vilmorin, Andreux & Co	Seeds	89 60
	W. M. Curtis and others	Salaries and labor	478 50
Apr. 18	H. Christeman and others	do	196 69
Apr. 20	D. M. Nesbit	Corn	10 00
Apr. 25	G. A. Stone Nursery Company.	Grape-vines, &c	38 50
Apr. 26	W. W. Paree	Orange-seed	3 75
Apr. 30	John C. Wright and others	Salaries	343 85
	D. S. Townsend and others.	Labor	52 00
May 1	V. H. Hallock, Son & Thorp	Plants	27 30
May 2	Geo. W. Knox	Freight on seeds	6 72
May 11	D. H. Key	Japan clover-seed	24 00
May 16	Henry P. Williams	do	9 37
May 18	Hiram Sibley & Co	Mexican-tree beans	102 00
May 22	John C. Parker	Flat-cap paper	28 00
May 24	A. W. Carman	Salary, April	69 20
May 30	R. C. Hutchinson and others.	Salaries, June	214 80
	B. F. Fuller	Express-charges on package of seed.	35
May 31	John C. Wight and others	Salaries, May	368 40
			80,000 00

EXPERIMENTAL GARDEN, DEPARTMENT OF AGRICULTURE.

1882.			
July 31	James K. Kerr and others	Salaries and labor	$662 50
Aug. 24	Louis Schmidt & Sons	Tree-labels, &c	46 20
Aug. 31	James K. Kerr and others	Salaries and labor	665 25
Sept. 9	Z. D. Gilman	Oil, turpentine, &c	17 60
Sept. 16	Thomas Somerville & Sons	Rubber hose, &c	23 50
Sept. 19	Hitchins & Co	Boiler, &c	106 00
Sept. 22	J. R. Freeman	Plants	32 40
Sept. 28	Geo. T. McGhee	Sand	6 75
Sept. 31	James K. Kerr and others	Salaries and labor	644 50
Oct. 10	Weller & Repetti	Tobacco-stems	25 00
Oct. 11	Louis Schmid & Sons	Tags	16 25
Oct. 17	Hitchings & Co	Boiler fixings	19 00
Oct. 23	Tice & Lynch	Freight and charges on bulbs	19 12
Oct. 30	Church & Stephenson	Lumber	61 85
Oct. 31	James K. Kerr and others	Salaries and labor	800 00
Nov. 4	Paul Hiser, jr., & Bro	Flower-pots	20 60
Nov. 17	Z. D. Gilman	Paints, oils, &c	112 27
1882.			
Nov. 30	James K. Kerr and others	Salaries and labor	$538 75
Dec. 4	L. H. Hopkins	Hardware	2 45
	Bernard Bailey	do	12 50
Dec. 22	L. H. Hopkins	do	11 70
Dec. 31	James K. Kerr and others	Salaries and labor	516 00
1883.			
Jan. 25	David Smith	Grates and cartage	20 50
Jan. 31	James K. Kerr and others	Salaries	528 85
Feb. 28	Do	do	476 80
Mar. 2	W. H. Rapley	Spouting and repairs	78 60
Mar. 15	J. Elmore	Salary	35 75
Mar. 23	Paul Hiser & Bro	Flower-pots	26 00
Mar. 31	James K. Kerr and others	Salaries	495 10
Apr. 6	A. H. Hewes & Co	Orchid-pans	30 00
Apr. 20	Z. D. Gilman	Oil, putty, &c	16 64
	Garrett & Buchanan	Waxed manila	11 70
Apr. 30	James K. Kerr and others	Salaries	435 30

EXPERIMENTAL GARDEN, DEPARTMENT OF AGRICULTURE—Continued.

1883.				1883.			
May 31	James K. Kerr and others	Salaries	$449 40		SUPPLEMENTAL.		
June 14	P. H. Hall	Tobacco-stems	16 00				
June 18	John A. Baker	Implements	8 75	July 12	Paul Hiser	Flower-pots	$54 00
June 23	W. H. Rapley	Buckets, cups, &c	6 65	July 16	Z. D. Gilman	Lead, metallic paint, &c	10 47
June 25	J. R. Freeman	Seeds	4 00				
June 30	James K. Kerr and others	Salaries	435 30				7,500 00

IMPROVEMENT OF GROUNDS, DEPARTMENT OF AGRICULTURE.

1882.				1883.			
July 21	A. L. Barber	Laying concrete pavement	$2,400 00	Mar. 3	James Cochran	Repairing implements	$5 70
July 31	Charles Steers and others	Labor	328 50	Mar. 5	L. H. Hopkins	Door-hangers	90
Aug. 28	Andrew Wonder	Manure	2 75	Mar. 31	Charles Steers and others	Salaries	460 60
Aug. 31	Charles Steers and others	Salaries and labor	330 00	Apr. 3	Thomas Meehan	Oaks and packing	10 00
Sept. 19	Church & Stephenson	Lumber	29 73	Apr. 30	Charles Steers and others	Salaries	467 80
Sept. 30	Charles Steers and others	Salaries	320 00	May 3	L. H. Hopkins	Copper wire	4 00
Oct. 31	Do	Labor	328 50	May 12	Frederick Rush	Oyster-shells	6 25
Nov. 30	Do	do	437 60	May 31	Charles Steers and others	Salaries, May	374 30
Dec. 6	Thomas Somerville	Wrought-iron and terra-cotta pipe, &c.	411 19	June 1	Myron Hall	Russian mulberry-trees	10 00
				June 9	J. M. Luxman	Doubletree, &c	1 00
Dec. 16	John A. Power	Piping, &c	65 08	June 18	John A. Baker	Agricultural implements	141 67
Dec. 30	David T. Cissel	Foundation for pump, laying pipe, &c.	52 25	June 29	Thomas Somerville & Son	New spring in shears	1 20
				June 30	Charles Steers and others	Salaries	323 10
Dec. 31	Charles Steers and others	Salaries and labor	449 70				
1883.					SUPPLEMENTAL.		
Jan. 11	Peter Henderson & Co	Garden implements, &c	30 75				
	John A. Baker	Agricultural implements, &c	28 90	July 7	John Saul	Currants, seeds, &c	19 40
Jan. 31	Charles Steers and others	Salaries and labor	460 60	July 13	John A. Baker	Hoes, shears, &c	17 00
Feb. 6	L. H. Hopkins	Pruning-shears, &c	7 35				
Feb. 28	Charles Steers and others	Salaries	415 80				7,941 62

MUSEUM, DEPARTMENT OF AGRICULTURE.

1882.				1883.			
July 18	J. W. Hendley	Modelling onion	$7 00	Apr. 24	A. H. Curtis	Southern plants	$40 00
Aug. 30	H. H. Rusby	Plant specimen	2 50	May 4	Geo. Vasey	Plants of New Mexico and Arizona.	40 00
Oct. 20	Geo. Vasey	Expenses	24 50				
	Parish Bros	Specimens	16 10	May 11	Hensel, Bruckman & Lorbacker.	Charges	3 90
Nov. 2	Geo. Vasey	Expenses	10 70				
Nov. 10	J. W. Hendley	Modelling sweet-potato and peach.	10 00	May 22	Geo. Vasey	Plants of Oregon	4 96
					J. G. Lemmon	Plants of California	19 56
Nov. 16	Isaac C. Martindale	Orchids, &c	16 00	May 25	G. M. Wright	Walnut desk and chair	60 00
Nov. 21	Joseph Zentmay	Disks for microscope, &c	51 35	June 4	L. H. Hopkins	Weights, rings, wire, &c	3 05
Dec. 2	F. Reh	Paper trays	2 40		Sereno Watson	Expenses on box of plants, (Paris)	2 50
Dec. 9	Z. D. Gilman	Prepared glue	4 00	June 7	Z. D. Gilman	Alcohol	5 63
1883.				June 23	William Wesley	Botanical works	219 22
Jan. 15	H. W. Ravenel	Fungi specimens	10 40	June 29	A. S. Caldwell	Salary, June	98 90
Feb. 8	C. G. Pringle	Plants of Arizona and California	40 00				
Feb. 24	Z. D. Gilman	Acid, alcohol, &c	5 10		SUPPLEMENTAL.		
Mar. 10	Julian Reverchon	Plants of Texas	44 00				
Mar. 19	Parish Bros	Plants of California	12 60	July 7	J. G. Lemmon	Botanical specimens	22 86
Mar. 22	Louis Schmid & Sons	Extra heavy paper boxes	3 00	July 20	M. G. McCarthy	do	19 20
Apr. 3	C. G. Pringle	Plants of California	40 00	Sept. 27	William Wesley	Books	116 21
Apr. 6	A. H. Curtis	Plants of Florida	20 00				
Apr. 16	W. N. Suksdorf	Plants of Washington Territory	19 56				1,000 00
Apr. 20	Z. D. Gilman	Alcohol, &c	4 80				

LIBRARY, DEPARTMENT OF AGRICULTURE.

1882.				1883.			
July 3	W. H. Braund	Two volumes Bancroft's History of the Constitution.	$5 00	Mar. 10	John P. Church	Life of Garfield	$8 50
				Mar. 12	Geo. Cartner	Astronomical drawings	75 00
July 8	James J. Chapman	Subscription, &c	245 05		E. R. Pelton	Orange Culture	1 00
July 10	Henry Fleetwood	Rand & McNally, atlas	30 00	Mar. 14	P. M. Hale, publisher	Woods, &c., of North Carolina	1 25
July 18	M. E. Mann	Encyclopædia, volume 6	7 00		Orange Judd Company	Subscription to American Agriculturist.	1 80
Aug. 5	James J. Chapman	Periodicals, &c	32 40				
Aug. 7	Geo. Dimmock	Four volumes Psyche	9 00		Paul Parey	Books	143 27
	A. E. Foote	Books	12 05		Badger & Manley	Five volumes Maine Farmer	13 75
	American Naturalist	One year's subscription, 1882 to 1883.	4 00	Mar. 20	V. G. Fischer	Young's Botany, &c	3 75
				Mar. 26	S. E. Cassino & Co	Subscription	1 00
Aug. 22	James J. Chapman	Subscription to magazines	51 35	Mar. 31	B. Westerman & Co	Books	16 50
Sept. 12	Geo. Cartner	Two volumes Encyclopædia Britannica.	13 00	Apr. 2	Chas. H. Marot	Gardner's Monthly and Horticulturist.	2 10
Sept. 19	J. A. Wagonseller	Pts. 16 to 25 nests and eggs of birds.	10 00	Apr. 19	McCalla & Stavely	American Naturalist	4 00
					Moses King	Subscription to Science, volume 1	10 00
	Alice Bouchereau	Louisiana sugar report	5 00	Apr. 27	V. G. Fischer	Publications	29 50
Oct. 2	V. G. Fischer	Books	12 00	May 3	William Wesley	Periodicals, &c	47 54
Oct. 27	R. Friedlander & John	do	91 28	May 4	Houghton, Mifflin & Co	Book	1 50
Nov. 1	B. Westerman & Co	do	1 60	May 9	V. G. Fischer	Scientific works	21 05
Nov. 6	A. Wilkins	Hill's Manual	7 00	May 15	Ira Remsen	American Chemical Journal, volume 5.	3 00
Dec. 5	John P. Brown	Books	16 00				
Dec. 11	James J. Chapman	do	7 70	May 18	Paul Parey	German works	90 96
Dec. 23	John McCormick	Birds of North America	40 00		Geo. Cartner	Encyclopædia Britannica, volume 15.	6 00
Dec. 30	Wm. C. Wycoff	Silk manufacture in United States.	2 00	May 28	T. G. Newman	Weekly Bee Journal, 1883	2 00
	Rose & Clifford	American Silk Journal	2 00	June 18	Melbert B. Clay & Co	Cyclopædia Political Science	12 00
	V. G. Fischer	Books, &c	145 16	June 20	M. E. Mann	Cyclopædia, 1882, volume II	7 00
1883.					SUPPLEMENTAL.		
Jan. 8	Daniel Appleton & Co	Books	4 50				
	The Sugar Beet	Subscription	50				
	Rand, McNally & Co	Book, The West	3 00	July 9	B. Westerman & Co	Vecandall's Monogram, IV	8 46
Jan. 15	G. P. Putnam Son's	Books	7 60	July 21	Wilhelm Engelmann	Books	2 54
Jan. 16	Em. Terqueur	do	125 04	22	William Wesley	Periodicals	32 14
Jan. 22	Hy. Edwards	do	2 00				
Feb. 8	R. Friedlander & Son	do	22 98				1,476 82
Mar. 1	James R. Osgood & Co	Pool's Index	17 00				

LABORATORY, DEPARTMENT OF AGRICULTURE.

1882.			
July 24	Adams Express Company	Charges on package from London.	$4 40
July 31	Edward Kubel	Repairing microscope	20 00
Aug. 22	Clifford Richardson	Vegetables, &c	3 11
	J. J. Chapman	Pass-books	7 20
Aug. 31	Z. D. Gilman	Chemicals	39 90
Sept. 22	Jos. F. Collins	Brick-work	20 00
Oct. 31	John W. Sebastian	Plumbing	12 00
Nov. 16	E. J. Pullman	Photo prints	30 30
	James W. Queen & Co	Goods for microscope	17 00
Nov. 17	Z. D. Gilman	....do	51 10
	Do	Goods for laboratory	90 80
Dec. 4	L. H. Hopkins	Hardware	4 75
Dec. 5	Washington Gas-Light Company.	Gas	44 80
Dec. 9	Church & Stephenson	Lumber	12 16
Dec. 16	John A. Power	Repairs	58 44
1883.			
Jan. 3	Washington Gas-Light Company.	Gas	33 43
Jan. 5	L. H. Hopkins	Hardware	2 39
Jan. 11	James W. Queen & Co	Chemical apparatus	25 25
	Do	....do	18 75
Jan. 20	Henry H. Shufeldt & Co	Barrel of spirits	27 60
Jan. 30	Henry Erni	Salary	50 00
Feb. 3	Z. D. Gilman	Chemicals, &c	608 65
Feb. 7	W. H. Baum	Coal	352 90
	Washington Gas-Light Company.	Gas	49 18
Feb. 10	Thomas Howell	Specimens of plants	19 30
Feb. 24	Z. D. Gilman	Acid, chloroform, &c	12 75
Mar. 1	J. T. Walker's Sons	Charcoal	1 25
Mar. 2	John H. Sebastian	Plumbing	11 00
1883.			
Mar. 5	Washington Gas-Light Company.	Gas	$47 95
Mar. 16	Wm. H. Baum	Coal and wood	136 50
Mar. 29	Edward Kubel	Repairing microscope, &c	36 00
Apr. 3	Washington Gas-Light Company.	Gas	44 63
Apr. 20	Z. D. Gilman	Chemical supplies	760 35
May 3	Charles Burnham & Co	Copper condenser	12 00
May 15	R. I. Hagan	Thirteen days' labor	26 00
May 18	Becker & Sons	Balances and weights	222 00
May 19	John R. Gray	Labor in laboratory	6 00
May 25	G. M. Wright	Revolving chairs and stools	28 00
May 26	C. Burlew	Concreting in laboratory	102 00
May 31	R. Hagan	Labor fitting pipe	28 00
June 6	John A. Power	Plumbing, &c	11 55
June 7	Z. D. Gilman	Platinum, cloride, &c	172 77
June 8	Wm. H. Baum	Coal and wood	90 00
June 16	R. J. Hagan	Labor	16 00
June 19	V. G. Fischer	Sheets ruled to order	14 65
June 20	Monnie & Lacy	Plastering, pointing, &c	90 00
June 23	W. H. Rapley	Repairs, &c	28 00
June 26	C. F. Millett	Fitting up laboratory	1,375 00
June 29	Thomas Somerville & Sons	Plumbers' supplies	268 71
June 30	John A. Power	Fitting up laboratory	793 17
	SUPPLEMENTAL.		
July 9	Becker & Sons	Repairing, &c., scientific balance	20 00
July 16	Z. D. Gilman	B wire cauze, &c	42 31
			6,000 00

FURNITURE CASE AND REPAIRS, DEPARTMENT OF AGRICULTURE.

1882.			
June 24	C. L. Sears	Jack-screws	$22 50
June 29	John H. Bird	Roofing felt	1 33
June 30	Wm. Halley	Labor on roof	59 30
	Samuel Moore	Labor	46 00
	Burton Vernon	....do	69 00
	Thomas Riggles	....do	46 00
	James Cochran	Blacksmithing	11 45
	F. F. Mayers	Repairing chairs	32 00
July 9	Church & Stephenson	Lumber	61 32
July 10	Monnie & Lacy	Plastering	18 00
July 13	Bernard Bailey	Hardware	26 01
	Thomas Somerville & Sons	Radiators and goods for engineer's room.	90 35
	Do	....do	32 38
July 14	W. H. Rapley	New roof and repairs	710 24
	Z. D. Gilman	Paints, &c	19 10
July 15	Burton Vernon	Labor on roof, &c	21 50
	Robert Mahorney	Painting new roof	150 00
July 21	G. M. Wight	New furniture, desks, &c	1,077 83
	A. Schwing	New bottom in chair	1 00
July 28	Robert W. Waters	Painting windows, cornice, &c	73 00
Aug. 3	W. D. Wyville	Water-cooler	6 00
Aug. 5	G. M. Wight	Desks, matting, &c	594 12
	Do	....do	638 50
Aug. 25	Thos. Somerville & Sons	Boilers, &c	1,320 00
Aug. 26	G. M. Wight	Desks, &c	110 50
Aug. 30	M. G. Copeland	Awnings	50 00
Aug. 31	John Sebastian	Repairing gas and water pipes	33 00
Sept. 9	Monnie & Lacy	Repairing plastering	30 00
	John A. Power	Pipes, &c	65 35
1882.			
Sept. 16	W. H. Rapley	Galvanized-iron pipe, &c	$17 70
	Thos. Somerville & Sons	Radiators, check-valves, &c	455 10
Sept. 22	Joseph F. Collins	Brick-work around boilers, &c	200 00
Nov. 17	W. H. Rapley	Grate for Commissioner's room	62 15
Nov. 21	G. M. Wight	Chairs and desks	89 00
Dec. 22	Bernard Bailey	Hardware	18 00
Dec. 27	Fossil Meal Company	Pipe-covering	15 00
Dec. 28	Monnie & Lacy	Plastering in closet	6 00
Dec. 30	David T. Cissel	Repairs	8 00
1883.			
Jan. 5	L. H. Hopkins	Hardware	14 50
Jan. 6	Thos. Somerville & Sons	Water and gas fixtures	1 70
	John A. Power	Pipes, &c	99 30
Feb. 8	Geo. McLane	Relaying tile	12 00
Feb. 21	W. B. Moses & Son	Blue cloth drugget	13 50
Mar. 2	W. H. Rapley	Pipe, repairs, &c	56 35
Mar. 3	Thomas Somerville & Sons	Plumbing supplies	29 75
Mar. 8	Singleton & Hoeke	Shades and tacks	14 10
Apr. 24	Shepperson & Callahan	Graining doors, &c	14 50
May 19	Burton Vernon	Repairing slate on roof	4 00
May 25	G. M. Wight	Revolving-chairs, oil-cloth, &c	75 75
June 6	Barber & Ross	Mantles	28 00
	John A. Power	Repairing wash-stands, &c	11 75
	SUPPLEMENTAL.		
Aug. 31	John A. Power	Slab stand and screws	38 07
			6,700 00

EXPERIMENTS IN THE MANUFACTURE OF SUGAR.

1882.			
July 21	Thomas Somerville	Mechanical work and fittings	$23 90
Aug. 5	H. B. Blackford, treasurer	Sugar-beet seed	746 00
Aug. 31	Philip Corridon and others	Salaries	187 30
Sept. 9	Z. D. Gilman	Apparatus	100 43
Sept. 19	E. & H. T. Anthony & Co	....do	109 84
Sept. 21	E. H. Dyer, California Beet-Sugar Company.	Experiments in the manufacture of beet-sugar.	3,333 33
Sept. 30	W. P. Wheeler and others	Labor	190 80
Oct. 4	Clifford Richardson	Sundries	13 00
Oct. 7	Peter Collier	....do	18 18
Oct. 20	Scoville Manufacturing Company.	Chemicals, &c	119 90
Oct. 31	Wm. P. Wheeler and others	Salaries	272 90
	H. S. Trescott	....do	29 35
Nov. 17	Z. D. Gilman	Chemicals and apparatus	63 00
	Do	....do	100 21
Nov. 30	Wm. P. Wheeler and others	Salaries	264 20
	A. W. Carman	Copying report of Academy of Sciences.	68 40
Dec. 4	Peter Collier	Expenses	7 77
Dec. 31	Wm. P. Wheeler	Salaries and labor	272 90
1883.			
Jan. 31	Wm. P. Wheeler and others	Salaries	278 90
Feb. 3	Z. D. Gilman	Chemicals, &c	406 29
Feb. 7	A. W. Carman	Salary, July	72 30
Feb. 15	J. N. Huertas and others	Salaries	97 50
	Peter Collier	Expenses	41 85
Feb. 20	H. S. Denison	Early amber cane	750 00
Feb. 28	Wm. P. Wheeler and others	Salaries	252 20
Mar. 6	A. J. Clark and others	Making bags	127 37
Mar. 15	Henry S. Trescot	Salary	37 50
Mar. 31	Wm. P. Wheeler and others	Salaries	231 96
Apr. 7	John Pettibone	Manure	96 00
Apr. 10	A. J. Decker	Salary and expenses	528 30
Apr. 12	John Pettibone	Manure	160 00
Apr. 14	Robt. Newman	Labor	5 00
	A. J. Decker	Salary and expenses	257 59
1883.			
Apr. 18	Robt. Newman	Labor	$4 37
Apr. 21	John Pettibone	Manure	128 00
Apr. 23	Do	....do	256 00
Apr. 28	D. M. Nesbit	Propagating nineteen varieties of sorghum.	15 00
	Robert Newman	Labor	4 37
Apr. 30	Wm. P. Wheeler and others	Salaries	275 30
May 1	Edward Darby	Labor	20 00
May 3	Eliza W. Patterson	Rent of farm for season of 1883	762 00
May 5	Robert Newman	Labor	6 87
May 7	John Pettibone	Manure, twenty-five cords	160 00
May 18	Wm. Frazier	Experiments and report	1,200 00
	Magnus Swenson	....do	1,200 00
	Oak Hill Refining Company	....do	1,200 00
	Drummond Brothers	....do	1,200 00
	Nelson Maltby	....do	1,200 00
	Weber & Scovell	....do	1,200 00
	A. J. Decker	....do	1,200 00
	Jefferson Sugar Manufacturing Company.	....do	1,200 00
	Clinton Bozarth	....do	1,200 00
	P. H. Heiskell, jr., & Co	Harrow, &c	48 00
May 19	Thos. J. Hughes	Plowing, harrowing, &c	363 37
May 29	John C. Joy	Labor on farm	26 80
May 31	Wm. P. Wheeler and others	Salaries, May	284 40
June 1	A. W. Carman	Salary, May	71 60
	T. Stepf and others	Labor on farm	117 50
June 7	Capitol, North O Street, and South Washington Railway Company.	Car-tickets	6 25
June 18	John A. Baker	Bone-dust, &c	551 45
June 21	Church & Stephenson	Lumber	92 80
June 23	John C. Joy	Labor	28 87
	E. W. Yount	Laying pavement, &c	8 00
	John Pettibone	Manure	153 60
June 29	Thomas Somerville & Sons	Steam-pump, &c	389 31
	John Pettibone	Manure, 25 cords	128 00

EXPERIMENTS IN THE MANUFACTURE OF SUGAR—Continued.

1883.			
June 30	Joseph Wahler	Labor	$13 75
	Wm. P. Wheeler and others	Salaries	275 30
	T. Stepf and others	Labor	297 28
	A. W. Carman	Salary, June	69 20
	SUPPLEMENTAL.		
July 7	Wm. H. Baum	Coal and wood	418 52
	La Fayette Sugar Refinery	Rent of sorghum farm, labor, &c	191 50
	L. H. Hopkins	Wheelbarrow, shovels, &c	23 50
July 10	L. M. Cornwell	Buckets, soap, &c	14 50
July 13	John A. Baker	Plow, hoes, &c	41 69
	John Pettibone	Manure	20 48
July 16	Z. D. Gilman	Cylinder-oil, sponge, &c	12 05
July 18	W. H. Rapley	Repairs to sugar-house	6 85
1883.			
July 18	John H. Wilkerson	Inspecting steam-boilers	$10 00
July 21	John C. Jay	Labor on farm	57 37
July 31	Martin B. Keenan	Harrow	25 00
Aug. 3	Paul Steck	Experiments and report	1,200 00
Aug. 7	Edw. F. Dyer	do	1,200 00
Aug. 21	Thos. J. Hughes	Labor on farm	13 50
	Ed. Darby	Labor	162 45
	Do	Labor, August	31 00
Sept. 7	Church and Stephenson	Lumber	7 18
Sept. 8	John A. Harvey	Expense in buying sugar-cane	10 25
Sept. 10	W. H. Rapley	Funnels, spouting, &c	16 40
Sept. 12	John H. Bird	Select lime	3 75
Sept. 21	Thos. Somerville & Sons	Belting, pulley, &c	88 22
			28,175 77

EXPERIMENTS IN THE CULTURE OF TEA.

1882.			
July 31	Matthias Haggerty and others.	Labor	$111 20
Aug. 5	C. G. Vardell and others	Salary and expenses	164 71
Aug. 31	Matthias Haggerty and others.	Salaries	111 20
Sept. 8	W. G. Vardell and others	Salaries and expenses	207 62
Sept. 30	Matthias Haggerty and others.	Salaries	107 60
Oct. 9	W. G. Vardell and others	Salaries and expenses	195 24
Oct. 31	Matthias Haggerty and others.	Salaries	111 20
Nov. 3	W. G. Vardell and others	Salaries and expenses	184 02
Nov. 30	Matthias Haggerty and others.	Salaries	107 60
	W. G. Vardell and others	Salaries and expenses	176 56
Dec. 31	Matthias Haggerty and others.	Salaries	111 20
1883.			
Jan. 6	W. G. Vardell and others	Salaries and expenses	184 83
Jan. 31	Matthias Haggerty and others.	Salaries	113 60
Feb. 3	W. G. Vardell and others	do	197 68
1883.			
Feb. 28	Matthias Haggerty and others.	Salaries	$102 80
Mar. 5	W. G. Vardell and others	do	179 00
Mar. 31	Matthias Haggerty and others.	do	113 60
Apr. 6	W. G. Vardell and others	do	208 50
Apr. 30	Matthias Haggerty and others.	do	108 80
May 9	W. G. Vardell and others	Salaries and expenses, April	198 93
May 31	Matthias Haggerty and others.	Salaries, May	194 00
June 4	W. G. Vardell	do	201 11
June 5	Church & Stephenson	Lumber	9 00
June 21	Do	do	110 50
June 30	Matthias Haggerty and others.	Salaries	188 00
	SUPPLEMENTAL.		
July 9	W. G. Vardell	Salary and expenses	207 16
			3,905 66

INVESTIGATION AS TO INSECTS INJURIOUS TO AGRICULTURE.

1882.			
June 3	Albert Koebele	Expenses	$21 50
June 29	W. H. Rapley	Work on bug-machine	170 46
	C. G. Thorn	Sprinkler	1 25
June 30	J. Henry Comstock	Salary and expenses	202 31
	E. A. Schwarz and others	Salaries	599 50
	James Cochran	Blacksmithing	2 25
July 10	Lawrence Bruner	Expenses	41 10
July 13	Thos. Somerville	Mechanical work for division	41 89
	Do	do	22 02
	Do	do	8 31
	John Krüger	do	4 75
July 18	Blake & Co	Entomological pins	3 75
	W. H. Naley	Mounting maps	6 00
	Edward Burgess	Article on cotton-worm	250 00
July 21	John Burr	Insect-cases	25 00
July 20	Lawrence Bruner	Salary to July 20	100 00
July 24	B. Pickman Mann	Check-lists, coleoptera	2 00
July 26	C. V. Riley	Expenses	3 50
	Do	do	41 54
July 31	W. S. Barnard and others	Salaries	551 80
	Alfred T. Brown	do	26 00
Aug. 5	Lawrence Bruner	Expenses	174 92
	W. K. Morrison	Salary	100 00
	Henry Ulke	do	100 00
	Do	Expenses	57 65
	C. V. Riley	Microscope	75 00
Aug. 7	Geo. Dimmock	Four volumes Psyche	12 00
	M. P. Rice	Negative and prints	40 00
	H. E. Foote	Fitche's Report, Insects of New York.	2 00
	J. W. Stamford	Glass tubes and corks	8 95
Aug. 9	A. S. Packard, jr	Salary for July	125 00
Aug. 12	E. A. Schwarz	Expenses	42 18
	J. G. Barlow	Salary, July	50 00
	Lawrence Johnson	do	100 00
	J. C. Neal	do	100 00
Aug. 15	H. G. Hubbard	Expenses	23 75
Aug. 21	M. E. Murlfeldt	Salary for July	50 00
Aug. 25	Thomas Somerville & Sons	Labor on pump, &c	44 71
	Bernard Bailey	Hardware	3 30
	Lehn & Fink	Pyrethrum-powder	2 20
	Thos. Somerville & Sons	Labor on pump, nozzles, &c	62 53
	E. H. Anderson	Salary, July	100 00
Aug. 29	Lawrence Bruner	Salary to August 20	100 00
Aug. 30	Cutler Bros. & Co	Pyrethrum	2 25
Aug. 31	W. S. Barnard and others	Salaries	578 80
Sept. 8	W. K. Morrison	Salary, August	100 00
	R. W. Jones	do	100 00
Sept. 9	Z. D. Gilman	Alcohol	5 00
	Lawrence Johnson	Salary, August	100 00
	A. S. Packard, jr	do	125 00
	J. C. Neal	do	100 00
Sept. 14	L. Sullivan	Drawing insects	24 50
	F. Richter	Specimens	7 62
Sept. 15	C. V. Riley	Expenses on trip to Rhode Island, Massachusetts, and New Hampshire.	132 02
Sept. 16	Do	Breeding-cages	24 00
	W. H. Rapley	Labor and material	37 20
Sept. 19	J. G. Barlow	Salary, August	50 00
	Baltimore and Potomac Railroad Company.	Freight on barrel to Hubbard	40
1882.			
Sept. 25	Lawrence Bruner	Expenses	$208 73
	Do	Salary to September 20	100 00
	James W. Queen & Co	Slips	28 50
Sept. 30	W. S. Barnard and others	Salaries	307 30
Oct. 4	W. H. Rapley	Galvanized-iron box	3 00
	Do	Zinc can, &c	22 85
Oct. 6	N. L. Eldret	Cabinet-case	10 00
Oct. 9	Eugene A. Smith	Preparing maps, &c	200 00
	R. W. Jones	Salary	100 00
	A. S. Packard, jr	do	125 00
	E. H. Anderson	do	100 00
	Lawrence Johnson	do	100 00
	H. G. Hubbard	do	200 70
	M. E. Murlfeldt	do	50 00
	L. Sullivan	Drawing and painting	25 00
	Wm. Wittfeld	Collecting insects	27 30
	L. H. Hopkins	Galvanized wire fencing	8 70
Oct. 11	Whitall, Tatum & Co	Tube, vials, &c	20 79
Oct. 14	E. A. Schwarz	Salary, September	130 40
	Albert Koebele	Expenses	39 50
	John Akhurst	Corks	2 50
Oct. 16	C. V. Riley	Expenses	58 94
Oct. 17	Lawrence Bruner	do	259 05
	Do	Salary	100 00
	J. C. Neal	Salary for September	100 00
	H. K. Morrison	do	100 00
Oct. 20	Lawrence Bruner	Salary to October 20	100 00
	C. H. Anderson	Salary for September	100 00
Oct. 23	Thomas Somerville	Labor and material	83 29
	Library Bureau	Catalogue cards	14 50
Oct. 26	J. G. Barlow	Salary for September	50 00
	M. E. Murtfeldt	do	50 00
Oct. 27	John Akhurst	Entomological goods	12 50
	James W. Queen & Co	do	12 50
Oct. 31	W. S. Barnard and others	Salaries	388 20
Nov. 3	Jos. Voyle	do	200 00
Nov. 4	W. S. Barnard	Expenses	4 38
Nov. 7	Thomas Somerville	Model wagon	90 00
	D. W. Magrath	Hire of wagon	48 75
Nov. 8	H. G. Hubbard	Salary and expenses	171 47
	R. W. Jones	do	100 00
	A. S. Packard, jr	do	125 00
Nov. 9	C. V. Riley	Expenses	13 83
Nov. 11	Chas. Fischer	Dissecting-case	8 75
Nov. 16	Jos. Voyle	Expenses	26 50
Nov. 17	W. H. Rapley	Labor and material	30 50
	Z. D. Gilman	Jamaica rum, molasses, &c	9 00
Nov. 18	F. H. Belt	Trimmings for cases	20 10
Nov. 25	Lawrence Bruner	Expenses	64 50
	Albert Koebele	do	31 39
	Paul Gerhard	Transportation to Brazil for Koebele.	140 00
	Do	Transportation to Brazil for Brunner.	140 00
Nov. 30	Lawrence Bruner	Salary to December 1	130 41
	John C. Branner	Expenses	55 00
	Albert Koebele	do	24 70
	W. S. Barnard and others	Salaries	411 82
	John C. Branner	Expenses	62 35
Dec. 8	Church & Stephenson	Lumber for cases	35 86
	Z. D. Gilman	Drugs	5 75
	H. G. Hubbard	Expenses	34 88

INVESTIGATION AS TO INSECTS INJURIOUS TO AGRICULTURE—CONTINUED.

1882.			
Dec. 8	H. G. Hubbard	Salary	125 00
	A. S. Packard, jr	do	125 00
Dec. 14	Stott, Cromwell & Co	Drugs, &c	10 30
Dec. 18	C. V. Riley	Brehm's Animal Kingdom	65 00
	E. T. Cresson	Transactions American Entomological Society.	16 00
Dec. 19	A. E. Foote	German book	40
Dec. 21	Blake & Co	Forceps, &c	7 64
Dec. 31	W. S. Barnard and others	Salaries	549 90
	John C. Branner	Salary, December	150 00
1883.			
Jan. 6	C. V. Riley	Expenses	1 70
Jan. 8	A. S. Packard, jr	Salary and expenses	125 00
Jan. 9	H. G. Hubbard	do	160 67
Jan. 16	John C. Parker	Files and blank books	11 50
Jan. 17	Wyckoff, Seamens & Benedict.	Type-writer ribbon	2 00
Jan. 24	C. V. Riley	American Entomologist	5 00
Jan. 31	John C. Branner	Salary	150 00
	W. H. Walmsley	Tubes, balsam	1 50
	W. S. Barnard and others	Salaries	566 60
Feb. 1	Albert Koebele	Salary	77 50
Feb. 3	L. H. Schneider & Sons	Wire, wrench, &c	9 69
Feb. 5	A. S. Packard, jr	Salary	125 00
	Charles Stodder	Triple magnifiers	30 00
Feb. 8	Do	do	28 00
Feb. 9	H. G. Hubbard	Salary and expenses	160 42
Feb. 23	John C. Parker	Bath paper, files, &c	8 25
Feb. 24	Z. D. Gilman	Chloroform, alcohol, &c	4 50
Feb. 26	Washington City post office	Stamps	30 00
Feb. 27	John C. Branner	Salary	107 14
	Easton & Rupp	Bristol cards	2 75
Feb. 28	Albert Koebele	Salary	70 00
	W. S. Barnard and others	do	511 80
Mar. 1	Wyckoff, Seamens & Benedict.	Type-writer	1 00
Mar. 2	C. A. Blake	Cones of naphtha	9 00
	W. H. Rapley	Copying-boxes, &c	24 00
Mar. 7	James W. Queen & Co	Mailing-boxes, &c	6 06
Mar. 10	H. K. Morrison	Specimens	86 20
	A. S. Packard, jr	Salary, February	125 00
	H. G. Hubbard	Salary and expenses	157 00
Mar. 20	V. G. Fischer	Stationery	5 95
Mar. 27	John C. Branner	Salary	150 00
Mar. 29	James W. Queen & Co	Tin rings, &c	3 07
	E. A. Schwarz	Expenses	14 80
Mar. 31	W. S. Barnard and others	Salaries	566 60
	Cassell, Pelter, Galpin & Co	Natural History, volume 6	4 00
Apr. 3	Blake, Flur & Co	Insect-pins	12 50
	John Akhurst	Cork	18 50
	W. H. Walmsley	Pine balsam, &c	18 38
	Wm. H. Furber	Stopples, &c	9 23
Apr. 6	A. E. Foote, M. D	Entomological work, &c	88 75
	L. H. Hopkins	Butts, hinges, &c	2 07
	H. G. Hubbard	Salary and expenses	167 57
	A. S. Packard, jr	Salary	125 00
	Codman & Shurtleff	Naturalist's forceps, &c	10 00
Apr. 7	A. S. Packard, jr	Expenses	48 40
Apr. 9	John C. Parker	Stationery	4 85
Apr. 10	E. T. Jenks	Locks, &c	15 70
Apr. 16	A. E. Foote	Entomological work	10 00
Apr. 19	Geo. Dimmock	do	3 25
	Springman Bros	Crate of boxes	1 00
Apr. 20	W. H. Walmsley	Card-board boxes	1 80
	Z. D. Gilman	Oils, &c	24 45
1883.			
Apr. 25	Geo. G. Page Box Co	Boxes	$18 50
	A. E. Foote	Account of wheat insect	56
	Codman & Shurtliff	Steel scales	1 25
Apr. 30	W. S. Barnard and others	Salaries	542 30
	N. Larfague	Cataloguing and copying	60 00
May 2	Lawrence Bruner	Expenses	53 25
May 3	A. S. Packard, jr	Salary, April	125 00
	E. H. Anderson	Salary and expenses	150 35
	Mary E. Murtfeldt	Salary, April	50 00
	L. H. Hopkins	Brass gauze, &c	30 60
May 4	Joseph Voyle	Salary, April	100 00
May 7	Whitall, Tatum & Co	Tubes and corks	67 29
	J. G. Barlow	Salary, April	50 00
May 8	H. J. Hubbard	Salary and expenses, April	159 28
May 9	S. E. Cassino	I. S. Directory	2 50
May 11	C. V. Riley	Miscellaneous incidental expenses.	5 95
	Do	Expenses to Brooklyn, &c	47 15
May 16	William Patten	Two drawings	30 00
May 21	J. Bradley Adams	Congressional Records	12 60
May 22	John C. Parker	Letter paper and envelopes	16 00
May 25	John C. Branner	Salary from March 20 to May 20	300 00
May 26	Lawrence Bruner	Expenses to May 19	35 60
May 31	Do	Salary, May	102 20
	W. S. Barnard and others	Salaries, May	406 70
June 6	N. Lafargue	Cataloguing, May	60 00
	A. S. Packard, jr	Salary, May	125 00
	John B. Smith	Salary and expenses, May	109 85
	E. H. Anderson	do	150 25
	Joseph Voyle	Salary, May 1 to 15, 1883	50 00
June 8	C. V. Riley	Expenses to New York, Boston, &c.	58 68
	H. G. Hubbard	Salary and expenses, May	160 42
	Mary E. Murtfeldt	do	50 00
	J. G. Barlow	do	50 00
June 14	Joseph Voyle	Labor in making glaciers, &c	4 00
June 27	Hensel, Bruckman & Larbacher.	Forwarding box to Germany	1 00
June 30	M. Lafargue	Salary from June 1 to 20	40 00
	W. S. Barnard and others	Salaries	256 04
	SUPPLEMENTAL.		
July 6	W. S. Barnard	Experiments in destroying insects.	8 43
	A. S. Packard, jr	Salary from June 1 to 20	83 33
July 7	John B. Smith	Expenses	43 73
July 14	Albert Koebele	do	41 50
July 25	Lawrence Bruner	do	66 66
1882.			
June 20	L. Bruner	Transportation furnished	5 30
Aug. 5	Do	do	4 70
June 8	Do	Transportation to West Point, Nebr.	3 11
1883.			
May 16	Do	Transportation over various roads.	61 40
	Do	Transportation S. C. and P. Railway Company.	7 87
June 11	Do	Transportation over various roads.	8 10
May 21	J. C. Branner and Koebele	Expenses to Brazil	1,121 06
			20,000 00

INVESTIGATING THE DISEASES OF DOMESTICATED ANIMALS.

1882.			
July 31	W. I. Cowing and others	Salaries	$222 40
Aug. 5	W. H. Rose	Salary and expenses, July	113 95
	Wm. B. E. Miller	do	139 13
Aug. 12	J. M. Hines	Railroad ticket to Evansville, Va	6 50
Aug. 16	H. J. Detmers	Salary and expenses, July	280 45
	D. E. Salmon	Salary and expenses, July	256 30
	W. I. Cowing and others	Salaries	323 50
Aug. 31	J. M. Hines	Expenses to August 17	33 30
Sept. 8	H. J. Detmers	Salary and expenses, August	275 46
Sept. 13	Wm. H. Rose	do	169 75
Sept. 14	J. M. Hines	do	73 25
Sept. 19	Wm. B. E. Miller	do	301 66
	D. E. Salmon	do	345 90
Sept. 25	Ezra M. Hunt	Services and expenses	30 10
Sept. 30	W. I. Cowing and others	Salaries	215 20
	J. M. Hines	Salary	97 80
Oct. 2	Do	Expenses	86 30
Oct. 9	W. B. Shaw	Salary	90 00
	Benj. Hubbard	do	90 00
	Wm. B. E. Miller	Salary and expenses	140 82
	H. J. Detmers	do	280 96
Oct. 11	R. C. Saunders	Salary	175 00
Oct. 17	D. E. Salmon	Salary and expenses	235 30
Oct. 31	W. I. Cowing and others	Salaries	340 40
	J. M. Hines	Salary and expenses	199 80
Nov. 2	R. C. Saunders, jr	Salary	90 00
	Do	do	108 00
	R. C. Saunders	do	210 00
Nov. 20	H. J. Detmers	do	258 50
	Benj. Hubbard	do	108 00
Nov. 30	W. I. Cowing and others	Salaries	329 20
	Wm. B. E. Miller	Salary and expenses	235 17
	W. B. Shaw	Salary	78 00
Dec. 4	J. M. Hines	Expenses	250 50
	R. C. Saunders	Salary	175 00
	Do	Expenses	10 93
	R. C. Saunders, jr	Salary	90 00
Dec. 6	H. J. Detmers	Salary and expenses	262 50
Dec. 14	Wm. B. E. Miller	do	136 84
	D. E. Salmon	do	205 23
Dec. 18	D. D. Slade	Expenses	38 13
Dec. 30	D. E. Salmon	Salary and expenses	244 10
1882.			
Dec. 30	J. M. Hines	Expenses	$303 58
	Benj. Hubbard	Salary	90 00
Dec. 31	W. I. Cowing and others	Salaries	340 40
1883.			
Jan. 6	Wm. B. E. Miller	Salary and expenses	129 80
Jan. 9	H. J. Detmers	do	305 81
Jan. 31	W. I. Cowing	Salary	347 80
Feb. 1	J. M. Hines	Expenses	323 75
Feb. 5	H. J. Detmers	Salary and expenses	280 66
	D. E. Salmon	Salary and expenses, January	169 75
	Do	Salary and expenses, December	171 70
Feb. 6	Wm. B. E. Miller	Salary and expenses, January	129 84
Feb. 28	W. I. Cowing and others	Salaries	314 40
Mar. 1	J. M. Hines	Salary and expenses	311 50
Mar. 7	H. J. Detmers	do	170 78
Mar. 13	Wm. B. E. Miller	do	124 00
Mar. 16	D. E. Salmon	do	168 75
Mar. 31	W. I. Cowing and others	Salaries and expenses	347 80
Apr. 6	D. D. Slade	Professional services, &c	200 00
Apr. 7	H. J. Detmers	Salary and expenses	187 21
Apr. 11	Wm. B. E. Miller	do	132 95
Apr. 13	J. M. Hines	Expenses	212 67
Apr. 17	D. E. Salmon	Salary and expenses	229 62
Apr. 30	W. I. Cowing and others	Salaries	332 90
	F. Leypolat	Subscription Index Medicus	6 00
May 7	B. Westerman & Co	Journal and books	34 40
May 8	D. E. Salmon	Salary and expenses	167 25
May 9	H. J. Detmers	do	303 19
May 10	Wm. B. E. Miller	do	126 00
May 22	John C. Parker	Bristol-board	22 10
May 24	E. Flannagan	One dead cow for veterinary division.	10 00
May 25	G. M. Wright	Desk, office-chairs, &c	135 00
May 26	Geo. B. Clark & Son	Repairing slate roof	4 00
	E. French	Laying tile	63 00
May 31	W. M. Galt & Co	Cattle-feed	31 60
	Seligman Pifferling	Three heifers, one cow	115 00
	Jos. L. Dodge	Six hogs	34 00
	Beidler & Co	Hens	8 40
	W. I. Cowing and others	Salaries, May	725 40
June 2	Charles F. Willett	Labor, &c., at experimental station.	713 93

INVESTIGATING THE DISEASES OF DOMESTICATED ANIMALS—CONTINUED.

1883.				1883.			
June 4	L. H. Hopkins	Hardware	$5 59	June 30	John A. Powers	Pipe and labor	$5 16
June 5	Church & Stephenson	Lumber	20 26		W. I. Cowing and others	Salaries	738 30
	John Reynders & Co	Post-mortem case and surgical investigation.	57 91		Dan'l E. Vailer	Driving cattle	2 00
June 6	Henrietta J. Ruppert	Rent of place at Benning's	50 00		SUPPLEMENTAL.		
	J. F. Saum & Co	Fowls for experiment	6 90				
	John A. Powers	Plumbing, &c	72 56	July 3	Henrietta J. Ruppert	Rent of veterinary station for June.	40 00
June 7	Z. D. Gilman	Ruby glass, &c	14 15				
	Do	Prescription-balance, &c	151 13	July 7	L. H. Hopkins	Rubber tubing, &c	19 47
	Seligman Pifferling	Eight head of cattle	280 00		Codman & Shurtliff	Stethoscope-needles, &c	10 13
	Capitol, North O Street, and South Washington Railway Company.	Car-tickets	6 25		H. W. Rowland	Expenses	6 01
					H. J. Detmers	Salary and expenses, May and June.	407 60
	G. P. Putnam's Sons	Works on surgery, &c	50 88	July 10	Chas. Stodder	Microscope	57 00
June 13	Chas. Fischer	Clinical thermometer, &c	11 75		H. W. Rowland	Salary, June	60 00
June 15	M. J. Wine	Black-walnut file-case	45 00		John C. Parker	French dictionary	2 00
	H. W. Rowland	Salary from April 16 to May 31	90 00	July 13	C. F. Willett	Material and labor	215 82
June 16	W. H. Rose	Material and labor	9 54	July 16	Z. D. Gilman	Copper still, condenser, &c	107 88
	Peter Harding	Salary from January 26 to February 22, and expenses.	195 60	July 18	W. H. Rapley	Lining case with galvanized iron, &c.	8 00
June 18	John A. Baker	Implements, &c	45 78	July 19	James W. Queen & Co	Turn-table, lamp, &c	122 95
June 21	Church & Stephenson	Lumber	8 08	July 20	Walter H. Bullock	Section-knife	30 00
	Ezra M. Hunt	Article on contagious diseases	72 00	July 30	G. P. Putnam's Sons	Books	108 02
June 22	F. A. Belt	Lumber	5 28		S. W. McMahan	Service procuring virus	10 00
June 23	W. H. Rapley	Supplies and labor	127 45	Aug. 6	Chas. Stodder	Lens	24 00
June 27	A. Hoen & Co	Engraving plates for report	455 00	Aug. 8	James W. Queen & Co	Recording thermometer	45 00
	Sam'l F. Linn	Ten head of steers	694 57	Aug. 16	G. P. Putnam's Sons	Veterinary works	52 84
	Joseph Moore	Carriage-hire	7 00	Sept. 27	James W. Queen & Co	Microscope, chemicals, stage, &c.	62 65
June 28	Charles McKinny	Labor and expenses	38 45	Oct. 16	Do	Saccharometer	560 00
June 29	J. M. Lanxman	Repairing wheelbarrow	2 55				20,424 13
	Thomas Somerville & Son	Sheet-copper and labor	11 35				
June 30	Thomas Taylor	Microtome	16 00				

EXAMINATION OF WOOLS AND ANIMAL FIBRES.

1882.				1883.			
May 31	F. Bowman Dosh	Salary, twelve days	$42 86	Jan. 11	Bullock & Crenshaw	Chemical apparatus	$8 55
June 9	T. W. Smilie	Negatives, &c	91 65	Jan. 31	Wm. McMurtrie and others	Salaries	465 10
	James W. Queen & Co	Apparatus	61 45	Feb. 24	N. S. Spencer	Partition in chemical laboratory	26 40
June 30	Wm. McMurtrie and others	Salaries	504 30	Feb. 28	Wm. McMurtrie and others	Salaries	458 13
	James W. Queen & Co	Lens	35 20	Mar. 8	Wm. McMurtrie	Expenses	40 05
Aug. 7	Do	Glass slips, &c	29 70	Mar. 31	Wm. McMurtrie and others	Salaries	516 76
	Do	Eye-pieces	14 27	Apr. 26	Wm. McMurtrie	Expenses	21 18
	Do	Nose-piece for microscope	8 56	Apr. 30	Wm. McMurtrie and others	Salaries	469 93
Aug. 9	Wm. McMurtrie and others	Salaries	269 60	May 31	Do	Salaries, May	925 87
Aug. 31	Edward Keobel	Repairing and packing instrument.	26 00	June 18	Wm. McMurtrie	Expenses, June 5 to 8	75 90
				June 30	Wm. McMurtrie and others	Salaries	1,147 18
	Wm. McMurtrie and others	Salaries	269 60	1882.			
Sept. 19	Church & Stephenson	Lumber	5 00	Nov. 17	F. Bowman Dosh	Salary, September and October	198 90
Oct. 9	Wm. McMurtrie	Salary	163 00				
Oct. 11	James W. Queen & Co	Goods	50 00		SUPPLEMENTAL.		
Oct. 31	A. S. Hall and others	Salaries, September	60 87				
	Wm. McMurtrie and others	Salaries, October	303 20	1883.			
Nov. 30	Do	Salaries, November	424 21	July 13	Wm. McMurtrie	Expenses	176 23
Dec. 4	F. Bowman Dosh	Salary, September and October	198 90	July 19	James W. Queen & Co	Plunge-battery, &c	40 50
Dec. 11	Edward Kübel	Three improved dynamometers and box.	283 00	July 30	Wm. McMurtrie	Rockford plates, &c	50 75
Dec. 16	Wm. McMurtrie	Expenses	95 94				7,962 94
Dec. 31	Wm. McMurtrie and others	Salaries	404 20				

RECLAMATION OF ARID AND WASTE LANDS.

1882.				1882.			
July 8	A. Rhodes & Bro	Storage and watchman	$40 00	Nov. 8	A. Rhodes & Bro	Storage and watchman	$40 00
July 10	Horace Beach	Transportation from Washington to Prairie du Chien.	25 45	Nov. 20	Horace Beach	Salary and expenses	285 50
				Dec. 9	Do	do	269 00
July 24	Do	Transportation from Prairie du Chien to Lincoln.	17 90	Dec. 16	Julius Bien & Co	Geological maps	486 00
				1883.			
Aug. 7	A. Rhodes & Bro	Storage and watchman	40 00	Jan. 19	Horace Beach	Salary and expenses	268 05
	Horace Beach	Salary and expenses to August 4, inclusive.	283 16	Feb. 3	James A. Fleming & Co	Boring artesian well	2,450 00
				Feb. 12	Horace Beach	Salary and expenses	277 10
	Do	Transportation from Denver to Omaha.	25 00	Mar. 7	James A. Fleming & Co	Boring artesian well	787 50
				Mar. 10	Horace Beach	Salary and expenses	264 62
Aug. 30	Do	Transportation from Clinton to McGregor.	4 35	Apr. 11	Do	do	265 25
				Apr. 12	James A. Fleming & Co	Boring artesian well	542 50
Sept. 4	Do	Transportation from Prairie du Chien to Oil City, Pa.	20 95	May 10	Horace Beach	Salary and expenses, April 5 to May 4, inclusive.	270 87
Sept. 7	Do	Transportation from Oil City, Pa., to Omaha, Colo.	52 55	May 23	Do	Transportation by Union Pacific Railroad, Kansas division.	25 00
Sept. 9	A. Rhodes & Bro	Storage and watchman	40 00	May 26	Do	Transportation by Baltimore and Ohio Railroad.	33 50
Sept. 19	Horace Beach	Salary and expenses	375 48				
	Do	Transportation from Council Bluffs, Iowa, to Clinton.	10 32	June 11	Do	Salary and expenses, May 5 to June 4.	331 38
	Do	Transportation to Topeka and return to Denver.	40 00	June 13	Do	Transportation from Denver to Cheyenne Wells.	8 85
	Do	Transportation to Tuscola and return to Denver.	10 30	June 22	James A. Fleming & Co	Labor, &c., on artesian well No. 1.	3,543 73
Oct. 17	A. Rhodes & Bro	Storage and watchman	40 00				11,513 81
	Horace Beach	Salary and expenses	339 50				

REPORT ON FORESTRY.

1882.				1882.			
July 31	F. B. Hough and others	Salaries	$269 60	Oct. 31	A. W. Carman	Copying	$70 80
Aug. 5	F. P. Baker	Salary and expenses to August 1	90 30		F. B. Hough and others	Salaries	269 60
Sept. 4	F. B. Hough and others	Salaries	269 65	Nov. 20	F. P. Baker	Salaries and expenses	270 90
Sept. 8	F. P. Baker	Salary and expenses	304 50	Nov. 30	F. B. Hough and others	Salaries	260 80
Sept. 18	A. W. Carman	Copying	70 80	Dec. 4	T. P. Barker	do	250 45
Sept. 30	F. B. Hough and others	Salaries	260 80	Dec. 31	Frank. B. Hough and others	do	269 60
Oct. 7	A. W. Carman	Copying	68 45	1883.			
Oct. 9	F. P. Barker	Salaries and expenses	305 05	Jan. 6	T. P. Baker	Salaries and expenses	273 60
Oct. 27	Journal of Forestry	Monthly	7 12	Jan. 31	Do	do	277 55

REPORT ON FORESTRY—CONTINUED.

1882.			
Jan. 31	F. B. Hough and others	Salaries	$275 50
Feb. 21	Lumberman's Gazette	Subscription	3 00
Feb. 28	Frank. B. Hough and others.	Salaries	249 00
Mar. 3	Franklin B. Hough	Expenses	94 45
Mar. 7	T. P. Baker	Salary and expenses	365 65
Mar. 31	F. B. Hough and others	Salaries	275 50
	John P. Brown	Expenses	17 50
Apr. 6	F. P. Baker	Salary and expenses	235 00
Apr. 11	Timber Trades Journal	Subscription	5 11
Apr. 30	F. B. Hough and others	Salaries	263 70
May 3	F. P. Baker	Salary and expenses	297 00
May 15	F. B. Hough	Expenses in Virginia	44 55
May 23	Do	Expenses in Pennsylvania and New York.	37 90
May 31	F. H. Hough	Salary, May	102 20
	F. B. Hough	do	170 40
June 2	Scribner & Welford	Books on forestry	44 65
	Estes & Lauriat	do	43 00
June 4	F. P. Baker	Salary and expenses, May	279 25
June 5	David G. Francis	Works on forestry	8 00
June 6	F. B. Hough	Expenses	33 01
	Northwestern Lumberman	Subscription to June 1, 1884	4 00
June 7	G. P. Putnam's Sons	Works on trees, shrubs, &c	13 40
June 8	Scribner & Welford	Books	16 05
June 16	F. B. Hough	Expenses, June 4 to 13	47 10
1882.			
June 27	F. B. Hough	Expenses	$54 28
June 29	Do	Salary, June	164 80
	SUPPLEMENTAL.		
July 7	G. M. Wright	Two book-cases	96 00
	F. P. Baker	Salary and expenses	340 65
	F. B. Hough	Expenses	37 62
July 12	Robt. W. Furnas	Salary and expenses	568 85
July 21	V. G. Fischer	French books	20 85
July 30	Putnam & Sons	Scientific works	39 97
Aug. 7	R. W. Furnas	Expenses	58 25
Aug. 16	G. P. Putnam's Sons	French works	35 95
Sept. 5	G. M. Wight	Book-case, carpet, &c	356 53
May 23	Robert W. Furnes	Transportation, Union Pacific Railroad Company.	54 00
	Do	Transportation, Ogden to San Francisco.	46 00
	Do	Transportation, San Francisco to Los Angeles.	23 00
June 27	Do	Transportation, Ogden to Omaha.	60 00
	Do	Transportation, Central Pacific Railroad Company.	69 00
Oct. 16	G. P. Putnam's Sons	Books	37 00
			8,613 19

CONTINGENT EXPENSES, DEPARTMENT OF AGRICULTURE.

1882.			
May 29	Brewer & Watkins	Horse-feed	$85 05
May 22	W. E. Boughton	Street-car tickets	12 50
May 25	James J. Chapman	Stationery	29 23
June 3	G. Z. Raub	Hay	19 58
June 6	John McDermott & Bro	Repairing carriage	7 25
June 7	G. G. Cornwell	Soap, &c	8 08
	Washington City post office	Stamps	60 00
June 9	Wm. H. Baum	Coal and wood	126 68
June 12	Z. D. Gilman	Drugs	16 30
	James J. Chapman	Stationery	52 10
June 18	Samuel R. Gittings	Hardware	15 83
June 20	F. Wm. Muhlhofer	Carriage	200 00
June 21	E. A. Carman	Expenses to New York	29 10
June 23	Royce & Mareau	Telephone fixings	22 90
June 24	Aires & Belt	Mouldings, &c	38 18
	Washington City post office	Stamps	20 00
June 27	John F. Waulty & Co	Disinfectants	28 50
June 29	W. H. Rapley	Tinware, &c	34 10
	J. O. Vermillion	Groceries	3 20
	Jesse Owings	National Republican	1 00
June 30	Murray & Barker	Horseshoeing	11 00
	Geo. B. Loring	Expenses	68 15
	James Cochran	Blacksmithing	38 70
July 3	Maria Mead	Washing towels	10 00
July 5	Baltimore and Ohio Express	Express-charges	1 15
July 6	James G. Bates	Repairing clocks	40 00
	Walter Tucker	Straw	13 39
July 8	Western Union Telegraph Company.	Telegraphing	4 58
	Church & Stephenson	Lumber	101 08
	Do	do	14 68
July 10	Brewer & Watkins	Horse-feed	53 30
	Adams Express Company	Express-charges	15 75
July 13	Chas. Fischer	Engraving implements	37 00
	Bernard Bailey	Hardware	10 53
	Z. D. Gilman	Drugs	2 20
July 15	James J. Chapman	Stationery	45 81
July 18	John C. Parker	do	11 30
	Do	do	491 08
	M. Brodhead, agent	Towels	19 38
July 28	New York Tribune	One year's subscription to daily	12 00
	New York Herald	do	10 00
July 29	Jesse Owings	Daily Republican, July	1 00
	H. Rosendale	Grinding knife	2 00
July 31	Maria Mead	Washing towels	10 00
Aug. 1	Murray & Barker	Horseshoeing	13 00
Aug. 2	Baltimore and Ohio Express	Express-charges	1 30
Aug. 4	Adams Express Company	do	9 80
Aug. 5	James J. Chapman	Stationery	105 14
	V. G. Fischer	do	366 59
	Washington City Gas-Light Company.	Meter	62 30
	Do	Gas	35 70
	V. G. Fischer	Stationery	93 05
	James Cochran	Blacksmithing	4 90
Aug. 8	M. Brodhead, agent	Towelling	7 07
	Brewer & Watkins	Horse-feed	57 18
Aug. 9	Capitol, North O Street, and South Washington Railroad Company.	Three hundred car-tickets	12 50
Aug. 15	Edward Younger	Taking up and cleaning carpets	84 00
Aug. 22	J. J. Chapman	Stationery	23 40
	B. F. Fuller	Expenses to Salem	34 65
Aug. 23	Wm. H. Baum	One hundred and fifty tons coal	967 50
Aug. 28	G. G. Cornwell	Soap, buckets, and soda	12 65
Aug. 29	Jesse Owings	Daily Republican, August	1 00
	M. L. Larner	Detergent	12 50
Aug. 30	E. A. Carman	Expenses to New York	21 00
	Baltimore and Potomac Railroad Company.	Freight	2 06
Aug. 31	Great Falls Ice Company	Ice	46 80
	Maria Mead	Washing towels	10 00
Sept. 1	Baltimore and Potomac Railroad Company.	Freight	15 95
	Baltimore and Ohio Express Company.	Express-charges	1 60
	Murray & Barker	Horseshoeing	8 50
Sept. 2	Washington Gas-Light Company.	Gas	37 98
	John McDermott & Bro	Repairing wagon	107 25
	Wm. H. Baum	Coal and wood	714 04
1882.			
Sept. 5	Geo. B. Loring	Travelling expenses	$99 60
	Do	do	37 15
	James J. Chapman	Stationery	52 25
Sept. 9	C. S. Parrish	Old annual reports	106 50
	Wm. H. Baum	Coal	345 99
	Z. D. Gilman	Paints, oils, &c	34 45
	Brewer & Watkins	Horse-feed	51 72
	Missouri Republican	Daily paper	12 00
	S. D. Houck	Repairing harness, &c	9 90
	James Cochran	Blacksmithing	5 25
	J. Bradley Adams	Pens and ink	2 05
Sept. 13	Adams Express Company	Express-charges	15 60
Sept. 19	Church & Stephenson	Lumber	30 00
	Whitelaw Reid	New York Tribune	12 00
	Wm. W. Farr	Repairing clock	3 00
Sept. 25	Country Gentleman	Subscription	2 50
Sept. 26	James J. Chapman	Stationery	79 18
Sept. 27	S. W. Hazenbach	Hay	16 15
Sept. 28	Geo. W. Knox	Freight and hauling	7 33
Sept. 30	National Republican	Subscription, September	1 00
Oct. 2	Maria Mead	Washing towels	10 00
	Baltimore and Ohio Express Company.	Express-charges	2 25
Oct. 3	Washington Gas-Light Company.	Gas	37 80
Oct. 4	S. D. Houck	Repairing harness, &c	13 40
Oct. 5	Murray & Barker	Horseshoeing	10 00
Oct. 6	Adams Express Company	Express-charges	16 35
	Capitol, North O Street, and South Washington Railroad Company.	Car-tickets	12 50
Oct. 7	W. D. Wyville	Stove	12 00
Oct. 9	Brewer & Watkins	Horse-feed	44 72
Oct. 10	V. G. Fischer	Stationery	70 60
	James J. Chapman	do	61 91
Oct. 13	Steamer "E. C. Knight"	Freight	1 08
Oct. 17	Tice & Lynch	Freight and charges	11 46
Oct. 21	Geo. B. Loring	Travelling expenses	572 44
	Western Union Telegraph Company.	Telegraphing	11 46
	Do	do	8 50
	Do	do	6 54
	Baltimore and Ohio Telegraph Company.	do	70
	B. F. Fuller	Expenses, Illinois State fair	63 63
Oct. 23	John C. Parker	Stationery	303 71
Oct. 24	E. A. Carman	Expenses to New York, &c	41 57
Oct. 28	John Driver	Hay	19 26
	John McDermott & Bro	Repairing carriage, &c	47 25
	Great Falls Ice Company	Ice	138 42
Oct. 30	Church & Stephenson	Lumber	40 41
	Maria Mead	Washing towels, &c	11 00
Oct. 31	Jesse Owings	Daily Republican	1 00
Nov. 1	Murray & Barker	Shoeing horses	12 25
Nov. 2	James Cochran	Blacksmithing	12 35
Nov. 3	Washington Gas-Light Company.	Gas	39 73
	S. D. Houck	Rubber blankets, &c	7 20
	Baltimore and Ohio Express Company.	Express-charges	1 25
Nov. 6	Brewer & Watkins	Horse-feed	37 36
Nov. 9	B. F. Fuller	Sundries	5 33
	Adams Express Company	Express-charges	39 65
Nov. 14	V. G. Fischer	Stationery	112 98
	National Capital Telephone Company.	Use of telephones, &c	178 51
Nov. 17	Z. D. Gilman	Duster, sponge, medicine, &c	12 96
Nov. 25	John C. Parker	Stationery	55 50
Nov. 27	Geo. B. Loring	Expenses	53 70
Dec. 1	Murray & Barker	Horseshoeing	13 75
	Maria Mead	Washing towels	10 00
Dec. 2	Franklin & Co	Drawing instruments	8 00
	S. D. Houck	Blanket, whip, &c	9 85
	James Cochran	Blacksmithing	9 00
	Louis Shoemaker	Hay	20 74
Dec. 4	Baltimore and Ohio Express Company.	Express-charges	12 20
	L. H. Hopkins	Hardware	2 70
	Julius Baumgarten	Stamp	6 00
	L. H. Hopkins	Hardware	1 00
	Geo. Vasey	Expenses	37 00

CONTINGENT EXPENSES, DEPARTMENT OF AGRICULTURE—CONTINUED.

1882.			
Dec. 4	Brewer & Watkins	Horse-feed	$35 30
Dec. 5	Washington Gas-Light Company.	Gas-pipe, &c	33 50
	National Republican	Subscription for November	1 00
Dec. 6	Julius Baumgarten	Stamp	21 50
Dec. 7	Western Union Telegraph Company.	Telegrams	7 08
	John Cox	Straw	8 58
	James G. Bates	Repairing clock	3 00
Dec. 9	Church & Stephenson	Lumber	60 48
	Z. D. Gilman	Glass, putty, paints, oils, &c	298 52
Dec. 11	James J. Chapman	Stationery	12 50
Dec. 14	Thomas Norfleet	Blankets	16 00
	Adams Express Company	Express-charges	10 45
	Stott, Cromwell & Co	Drugs	3 70
	Western Union Telegraph Company.	Telegraphing	4 28
Dec. 15	Julius Baumgarten	Dating-stamp for C. C	15 00
	John P. Brown	Old reports	50 00
Dec. 16	John C. Parker	Stationery	22 54
	Edward Younger	Putting down carpets	60 00
	G. G. Cornwell	Soap and brushes	9 84
Dec. 19	Wm. H. Baum	Wood and coal	80 00
Dec. 21	Geo. B. Loring	Travelling expenses	157 90
	Bernard Bailey	Hardware	20 06
Dec. 23	E. A. Carman	Travelling expenses	15 20
	James T. Bean	Hay	25 26
Dec. 29	Geo. W. Knox	Freight and hauling	4 92
Dec. 30	James Cochran	Blacksmithing	4 00
	Brewer & Watkins	Horse-feed	41 76
	Maria Mead	Washing towels	10 00
	Baltimore and Ohio Express Company.	Express-charges	1 95
	V. G. Fischer	Stationery, &c	395 74
1883.			
Jan. 3	Murray & Barker	Horseshoeing	6 50
	J. O. Vermillion	Oil and candles	8 15
	National Republican Printing Company.	Subscription for December	1 00
Jan. 5	G. G. Cornwell	Soap and matches	11 75
Jan. 6	Thomas Somerville & Sons	Heating and plumbing supplies	500 72
	L. H. Hopkins	Hardware	3 34
Jan. 8	M. W. Beveridge	Water-coolers, brooms, &c	85 97
	Geo. B. Loring	Travelling expenses	119 87
	Great Falls Ice Company	Ice, for quarter ending September 1.	84 80
Jan. 11	National Capital Telephone Company.	For rent of instruments, &c	50 39
Jan. 13	Western Union Telegraph Company.	Messages	9 30
Jan. 15	M. Brodhead	Towels	17 75
	Capitol, North O Street, and South Washington Railroad Company.	Tickets	12 50
Jan. 18	V. G. Fischer	Stationery	188 40
	Adams Express Company	Express-charges	22 15
	W. H. Boyd	City directories	25 00
	Geo. B. Loring	Travelling expenses	28 85
Jan. 22	Geo. Ryneal, jr	Glass	34 02
Jan. 23	Baltimore and Potomac Railroad Company.	Freight-charges	1 15
Jan. 24	Wm. Saunders	Expenses to Harrisburg	11 43
Jan. 26	Ezra Wm. Raub	Hay	17 01
Jan. 30	Church & Stephenson	Lumber	30 86
	Do	do	33 28
Jan. 31	Maria Mead	Washing towels	13 00
Feb. 1	Murray & Barker	Horseshoeing	20 00
	Geo. W. Knox	Freight-charges	5 36
Feb. 2	James Cochran	Blacksmithing	16 10
Feb. 3	Royce & Mareau	Telephone supplies	18 88
	John McDermott & Bro	Altering and repairing frames, &c.	16 50
	Baltimore and Ohio Express Company.	Freight-charges	1 85
	Jesse Owings, agent	National Republican	1 00
	Houghton Mifflin & Co	Official postal guides	20 50
Feb. 5	V. G. Fischer	Stationery	37 40
	Do	do	3 50
	Nescochaque Manufacturing Company.	Drab paper	325 38
	G. G. Cornwall	Toilet soap	15 00
	Nixon Brewer	Horse-feed	33 20
Feb. 6	L. H. Hopkins	Hardware	6 60
	Western Union Telegraph Company.	Messages	1 96
	Baltimore and Ohio Telegraph Company.	do	5 09
Feb. 10	Thos. Somerville & Sons	Elevator	250 00
Feb. 13	Adams Express Company	Freight-charges	6 00
Feb. 23	John C. Parker	Linen twine, &c	131 37
	E. A. Carman	Expenses to New York	22 35
Feb. 24	Z. D. Gilman	Paints, oil, glass, &c	187 12
Feb. 27	Easton & Rupp	Stylographic pen	2 50
	S. M. Burges	Opening lock and fitting key	1 25
Feb. 28	Jesse Owings, agent	National Republican	1 00
Mar. 1	Maria Mead	Washing towels	13 00
	Murray & Barker	Horseshoeing	13 25
	Norfleet & Co	Horse calking-boot	8 00
Mar. 2	S. D. Houck	Repairs to harness, &c	10 20
Mar. 3	James J. Chapman	Stationery	39 75
Mar. 5	Nixon Brewer	Horse-feed	31 24
	L. H. Hopkins	Door-springs, &c	6 00
Mar. 7	G. L. Raub	Hay	21 42
	Wm. Saunders	Expenses to Florida	128 87
Mar. 8	Western Union Telegraph Company.	Messages	5 54
Mar. 10	Geo. B. Loring	Expenses to New York	30 70
Mar. 13	Adams Express Company	Express-charges	11 80
	Harris & Shafer	Clock	9 00
Mar. 14	Church & Stephenson	Lumber	36 69
Mar. 15	J. U. O'Meara & Co	Watchman's nippers and whistles.	5 00
Mar. 20	V. G. Fischer	Stationery	12 15
Mar. 23	E. A. Carman	Expenses	21 01
1883.			
Mar. 26	Geo. B. Loring	Expenses to New York and Boston.	$49 60
Mar. 29	J. M. Drake, agent	Pen-holders	1 10
Mar. 30	Baltimore and Ohio Telegraph Company.	Messages	1 25
	Geo. Marx	Expenses	21 60
Mar. 31	Maria Mead	Washing towels	13 00
Apr. 2	Baltimore and Ohio Express Company.	Charges	7 50
	Murray & Barker	Horseshoeing	8 25
Apr. 3	National Republican	Subscription	1 00
	Nixon Brewer	Horse-feed	35 40
	R. M. Batchelder	One post-flag	15 65
Apr. 5	John A. Harvey	Expenses to Boston, &c	65 72
Apr. 6	National Capital Telephone Company.	Rental of instruments and lines	50 75
	L. H. Hopkins	Hardware	11 98
Apr. 7	A. Oehman	Baskets	4 00
	James Cochrane	Repairing tools, &c	9 85
	Great Falls Ice Company	Ice	81 60
	Western Union Telegraph Company.	Messages	2 50
	James B. Lambie	Mouse-traps	50
Apr. 9	John C. Parker	Manila paper, &c	71 10
	Do	do	266 00
	M. Brodhead	Cotton, &c	9 49
	F. M. Trevoe	Stamp-ribbons, &c	4 00
Apr. 10	Baltimore and Ohio Express Company.	Charges	3 25
Apr. 11	Adams Express Company	do	26 80
	Ezra W. Raub	Hay	17 91
Apr. 16	Barber & Ross	Mouse-traps	2 00
Apr. 17	A. Oehman	Large baskets	4 00
	Baltimore and Ohio Railroad Company.	Charges	12 39
Apr. 20	Z. D. Gilman	Brushes, turpentine, &c	70 30
Apr. 21	Haughwort Howe	Cartage	1 50
Apr. 24	Church & Stephenson	Lumber	28 34
Apr. 26	Wm. H. Baum	Coal and wood	174 25
Apr. 27	V. G. Fischer	Stationery	27 60
Apr. 30	Geo. B. Loring	Expenses	87 36
	Maria Mead	Washing towels	13 00
May 1	Nixon Brewer	Horse-feed	45 78
	A. W. Callamore	Moving sugar-house	90 00
	Baltimore and Ohio Express Company.	Charges	1 65
	Murray & Barker	Horseshoeing	11 25
May 3	National Republican Comp'y.	Subscription	1 00
	Washington Gas-Light Company.	Gas	39 03
	L. H. Hopkins	Hardware	6 01
May 4	S. D. Houck	Repairing harness, &c	3 90
May 5	Western Union Telegraph Company.	Messages	2 97
	National Republican Publishing Company.	Copies of daily and weekly	31 00
May 7	Wm. Price	Book-supports	8 33
May 8	Adams Express Company	Charges, April	22 80
May 26	D. M. Nesbit	Rye straw	14 75
May 29	Geo. B. Loring	Expenses to Boston	49 85
May 31	Maria Mead	Washing towels	13 00
	E. A. Carman	Expenses to New York	3 95
	Do	do	31 35
	Tice & Lynch	Freight and charges	16 91
	G. L. Raub	Hay	20 43
June 1	Washington Gas-Light Company.	Gas	37 45
	Murray & Barker	Horseshoeing	15 50
	Geo. W. Knox	Freight-charges	15 60
June 2	O. D. La Dow	Expenses to New York	26 16
	Baltimore and Ohio Express Company.	Charges	2 40
	S. D. Houck	Horse-sheets, &c	8 10
	Jesse Owings, agent	Subscription to National Republican, May.	1 00
June 4	L. H. Hopkins	Latch, door-hangers, &c	13 10
June 5	Church & Stephenson	Lumber	24 87
	Nixon Brewer	Horse-feed	32 50
June 6	Western Union Telegraph Company.	Messages	11 15
June 7	Z. D. Gilman	Boiled oil, &c	76 38
	Capitol, North O Street, and South Washington Railway Company.	Car-tickets	6 25
	Adams Express Company	Charges	38 45
June 12	Geo. C. Maynard	Moving telegraph-wires on roof	3 25
June 14	Mutual District Messenger Company.	Rental of instruments, &c	6 15
June 15	Royce & Moreau	Office wire, &c	7 69
June 18	John A. Baker	Axle-grease, &c	7 05
June 20	R. Moten	Cleaning chimney, &c	2 00
June 21	L. A. Schneider	Shears, knife, &c	3 05
June 22	F. A. Belt	Table-legs, &c	23 70
June 23	John McDermot & Bros	Painting carriage, &c	49 25
	Geo. B. Loring	Expenses to Boston	49 25
	Harris & Shafer	Clock	23 00
June 27	J. F. E. Prudhomme	Drawing letter-head designs	20 00
June 28	G. F. Raub	Hay	20 43
June 30	Smithsonian Institution	Transportation of packages	200 00
	Murray & Barker	Horseshoeing	14 00
	National Capitol Telephone Company.	Rental of instruments, &c	55 52
	Baltimore and Ohio Express Company.	Charges	1 15
	Maria Mead	Washing towels	13 00
	SUPPLEMENTAL.		
July 3	Jesse Owings, agent	National Republican	1 00
July 6	Adams Express Company	Charges	37 15
	S. D. Houck	Repairs of harness	6 45
July 7	L. H. Hopkins	Nails, screws, &c	9 91
	Wm. H. Baum	Half ton coal	4 00
	Nixon Brewer	Horse-feed	29 90

CONTINGENT EXPENSES, DEPARTMENT OF AGRICULTURE—CONTINUED.

1883.				1883.			
July 7	M. Brodhead	Swiss cotton, &c	$3 99	July 31	James Cochran	Blacksmithing	$6 50
	Baltimore and Ohio Telegraph Company.	Messages	4 55	Aug. 3	A. D. Hazen, Third Assistant Postmaster-General.	Official stamps	46 00
	Washington Gas-Light Company.	Gas	27 65		Mutual District Messenger Company.	Use of instruments	5 00
July 10	Western Union Telegraph Company.	Messages	14 03	Aug. 16	Geo. B. Loring	Expenses to Bellefonte, Pa	24 80
July 13	J. W. Boteler & Son	Brooms, buckets, &c	17 65				14,859 95
July 16	Z. D. Gilman	Lead, brushes, &c	23 03				

POSTAGE, DEPARTMENT OF AGRICULTURE.

1882.				1883.			
July 22	D. B. Ainger, postmaster	Postage-stamps	$65 50	Apr. 3	Washington City post office	Postage	$3 57
Aug. 15	Do	do	21 00	Apr. 16	Post-Office Department	Postage, official	11 55
Oct. 10	Washington City post office	do	3 01	Apr. 19	Washington City post office	Stamps	43 00
Nov. 4	Do	do	10 00	Apr. 24	Do	do	20 00
Nov. 15	Do	do	22 00	June 22	Do	do	1,330 00
Dec. 1	Do	do	24 73	June 26	Do	Postal cards	40 00
1883.				June 30	Do	Postage	3 58
Jan. 3	Do	do	1 55	1882.			
Jan. 6	Do	do	15 00	Nov. 25	Do	Official stamps	2,300 00
Jan. 13	Do	do	56 00				3,977 49
Feb. 12	Do	Postal cards and stamps	7 00				

ERECTING BUILDING FOR SEED DIVISION.

1882.				1882.			
Oct. 21	Charles F. Willett	On contract	$2,500 00	Dec. 20	Charles F. Willett	On contract	$2,000 00
	Do	do	3,500 00	Dec. 21	D. J. Sullivan	Labor, plumbing, painting, &c	116 00
	John Harris and others	Labor	69 00	Dec. 31	Wm. Elmore and others	Painting and plumbing	45 00
Oct. 31	Joseph C. Rock	City, for sewer	116 67	1883.			
	J. W. Sebastian	Plumbing	45 00	Jan. 31	J. W. Sebastian	Plumbing	27 00
Nov. 10	Charles F. Willett	On contract	3,000 00	Feb. 6	Charles F. Willett	On contract	1,080 00
Nov. 17	Z. D. Gilman	Paint, &c	26 45	Feb. 24	John J. Venable	Plumbing	36 00
Nov. 30	Cullen Wyatt and others	Labor	177 25	Mar. 6	Charles F. Willett	On contract	4,520 00
	Wm. Elmore	Painting	26 25	Mar. 23	Do	do	426 30
Dec. 2	James Cochran	Iron-work	10 25	Apr. 5	Cluss & Schulze	Professional services	160 00
Dec. 4	L. H. Hopkins	Hardware	6 20	May 28	Z. D. Gilman	Umber in oil	21
Dec. 6	Thomas Somerville & Sons	Supplies for heating, draining, &c	862 62				25,000 00
Dec. 8	Charles F. Willett	On contract	6,000 00				
Dec. 16	John A. Power	Plumbing material	249 80				

PURCHASE AND DISTRIBUTION OF SEEDS, PLANTS, &c.

The annexed report exhibits the place, quantity and price of seeds, plants, &c., purchased, and the date of purchase, as provided in the act of May 19, 1882, making appropriations for the civil expenses of the Government for the fiscal year ended June 30, 1883.

Date.	Name.	Residence.	Article.	Variety.	Quantity.	Cost.	Amount.	Voucher.
1882-'83.								
July 3	Peter Henderson & Co	New York	Asparagus	Van Sicklen's colossus	30 pounds	30 cts. per lb	$9 00	13
Nov. 10	Do	do	do	do	300 pounds	30 cts. per lb	90 00	52
Mar. 21	M. Daviess	Harrodsburg, Ky	Artichoke		23 8-10 bushels	$1.75 per bush	17 35	56
Jan. 29	Howcroft & Watkins	London, England	Broccoli	Cabbaging	100 pounds	$2.42 per lb	242 00	38
July 10	Hiram Sibley & Co	Rochester, N. Y	Bean	Long yellow six weeks	100 bushels	$2.75 per bush	275 00	10
July 3	Peter Henderson & Co	New York	do	Dwarf black wax	100 bushels	$4.50 per bush	450 00	13
	Do	do	do	Early valentine	40 bushels	$3.50 per bush	140 00	13
	Do	do	do	Early Mohawk	20 bushels	$3.50 per bush	70 00	13
	Do	do	do	Refugee	20 bushels	$3.50 per bush	70 00	13
Aug. 5	John W. Roman	Blackfish, Ark	do	Roman	12 bushels	$9 per bush	108 00	30
Aug. 15	David Landreth & Sons	Philadelphia, Pa	do	Early brown six weeks	65 bushels	$3 per bush	195 00	38
	Do	do	do	Red speckled valentine	100 bushels	$3 per bush	300 00	38
	Do	do	do	Brown speckled valentine	150 bushels	$3 per bush	450 00	38
	Do	do	do	Yellow six weeks	175 bushels	$3 per bush	525 00	38
Dec. 14	Peter Henderson & Co	New York	do	Early Mohawk	50 bushels	$3.50 per bush	175 00	68
Jan. 13	T. E. McAllister	do	do	Sojo	One lot		15 00	13
Jan. 15	Johnson, Robbins & Co	Wethersfield, Conn	do	Early Mohawk	50 bushels	$3 per bush	150 00	20
	Do	do	do	Large Lima	50 bushels	$7 per bush	350 00	20
Apr. 7	Hiram Sibley & Co	Chicago, Ill	do	Mexican tree	20 bushels	$5 per bush	100 00	5
May 18	Do	do	do	do	20 bushels	$5 per bush	100 00	20
July 3	Peter Henderson & Co	New York	Beet	Long scarlet	1,000 pounds	25 cts. per lb	250 00	13
Aug. 15	Do	do	do	Egyptian	100 pounds	$1 per lb	100 00	31
	Do	do	do	Norbiton giant mangel	100 pounds	30 cts. per lb	30 00	31
Oct. 12	Do	do	do	Bassano	100 pounds	30 cts. per lb	30 00	31
Nov. 10	Do	do	do	Long smooth	500 pounds	25 cts. per lb	125 00	52
	Do	do	do	Norbiton giant	600 pounds	30 cts. per lb	180 00	52
	Do	do	do	Champion yellow globe mangel	600 pounds	30 cts. per lb	180 00	52
Dec. 14	Do	do	do	Long blood	500 pounds	25 cts. per lb	125 00	68
Jan. 15	Johnson, Robbins & Co	Wethersfield, Conn	do	Early Egyptian	150 pounds	35 cts. per lb	52 50	20
Nov. 23	F. A. Miller	San Francisco, Cal	Bulbs	18 varieties	180 bulbs		13 75	49
Nov. 25	B. K. Bliss & Sons	New York	do	14 varieties	1,037 bulbs		50 00	53
Oct. 20	Peter Henderson & Co	do	do	Gladiolus, hyacinth, &c	22,400 bulbs		1,158 75	31
Oct. 12	John Saul	Washington, D. C	do	Tulips	1,000 bulbs		25 00	60
Sept. 28	Polman Mooy	Haarlem, Holland	do	Hyacinth, tulips, &c	5,682 bulbs		339 32	13
Nov. 25	F. A. Miller	San Francisco, Cal	do		10 bulbs		1 06	59
Aug. 15	Peter Henderson & Co	New York	Carrot	Long orange	300 pounds	50 cts. per lb	150 00	31
Nov. 10	Do	do	do	do	500 pounds	50 cts. per lb	250 00	52
Dec. 19	James J. H. Gregory & Co	Marblehead, Mass	do	Danvers	100 pounds	65 cts. per lb	65 00	79
July 3	Peter Henderson & Co	New York	Cabbage	Fotter's imported Brunswick	100 pounds	$3.50 per lb	350 00	13
	Do	do	do	Henderson's early summer	300 pounds	$5 per lb	1,500 00	13
Aug. 15	Do	do	do	Drumhead Savoy	100 pounds	$3.50 per lb	350 00	31
	Do	do	do	Premium flat Dutch	100 pounds	$3.50 per lb	350 00	31
Oct. 12	Do	do	do	Wenninstadt	200 pounds	$1.50 per lb	300 00	31
Nov. 10	Do	do	do	Large drumhead	250 pounds	$2.25 per lb	562 50	52
Dec. 14	Do	do	do	Henderson's early summer	100 pounds	$6 per lb	600 00	68
Dec. 23	Geo. S. Haskell & Co	Rockford, Ill	do	Wakefield	50 pounds	$4.50 per lb	225 00	88
	Do	do	do	Fotter's Brunswick	50 pounds	$2.50 per lb	125 00	88
Jan. 15	Johnson, Robbins & Co	Wethersfield, Conn	do	N. C. Buncomb	50 pounds	$2.50 per lb	125 00	20

PURCHASE AND DISTRIBUTION OF SEEDS, PLANTS, &c.—CONTINUED.

Date.	Name.	Residence.	Article.	Variety.	Quantity.	Cost.	Amount.	Voucher.
1882-'83.								
July 3	Peter Henderson & Co	New York	Cucumber	Long green	200 pounds	35 cts. per lb	$70 00	13
Aug. 15	Do	do	do	White spine	100 pounds	35 cts. per lb	35 00	31
Dec. 23	Geo. S. Haskell & Co	Rockford, Ill	do	Boston market	50 pounds	60 cts. per lb	30 00	88
Jan. 2	Peter Henderson & Co	New York	do	Early frame	100 pounds	65 cts. per lb	65 00	8
Jan. 13	F. E. McAllister & Co	do	do	Early Russian	100 pounds	70 cts. per lb	70 00	13
July 10	Hiram Sibley & Co	Rochester, N. Y	Cauliflower	Algiers	20 pounds	$7.50 per lb	150 00	10
Dec. 14	Peter Henderson & Co	New York	do	do	50 pounds	$7 per lb	350 00	68
Dec. 19	James J. H. Gregory	Marblehead, Mass	do	Early dwarf	5 pounds	$10 per lb	50 00	79
July 3	Peter Henderson & Co	New York	Corn	Asylum sweet	30 bushels	$3 per bush	90 00	13
Dec. 23	Geo. S. Haskell & Co	Rockford, Ill	do	Early Minnesota	100 bushels	$2.50 per bush	250 00	88
Dec. 22	B. K. Bliss & Sons	New York	do	Queen of the prairie	100 bushels	$1.50 per bush	150 00	1
Jan. 2	Peter Henderson & Co	do	do	Egyptian sugar	50 bushels	$3.50 per bush	175 00	8
Jan. 31	James J. H. Gregory & Co	Marblehead, Mass	do	Marblehead sweet	100 bushels	$4.50 per bush	450 00	30
Feb. 5	Henry Stabler	Brighton, Md	do	Roslyn hybrid	46 bushels	$3 per bush	138 00	31
Mar. 24	S. W. Johnson	Nashville, Tenn	do	Egyptian prolific	22 54-56 bushels	$5 per bush	114 82	57
Jan. 27	Peter Henderson & Co	New York	do	Sweet	75 bushels	$3.50 per bush	262 50	58
Mar. 26	Munroe Morris	Springfield, Tenn	do	Egyptian prolific	48 53-56 bushels	$5 per bush	244 73	60
Mar. 30	R. Hancock	Ashland, Tenn	do	do	23 50-56 bushels	$3.50 per bush	119 46	62
Jan. 15	F. E. McAllister	New York	do	Stowell's evergreen	100 bushels	$3.25 per bush	325 00	13
Apr. 7	Hiram Sibley & Co	Chicago, Ill	do	Sibley's pride	200 43-56 bushels	$2.50 per bush	501 92	5
Apr. 20	D. M. Nesbitt	College Station, Md	do	White	2 bushels	$2.50 per bush	5 00	11
Do	do	do	Yellow Dent	2 bushels	$2.50 per bush	5 00	11	
Feb. 10	F. E. McAllister	New York	Chiccory		5 pounds	55 cts. per lb	2 75	34
July 3	Peter Henderson & Co	do	Celery	Henderson's half-long	5 pounds	$6 per lb	30 00	13
Nov. 10	Do	do	do	White walnut	10 pounds	$5 per lb	50 00	52
Jan. 2	James J. H. Gregory	Marblehead, Mass	do	Boston market	10 pounds	$3.25 per lb	32 50	4
Sept. 19	David Landreth & Sons	Philadelphia, Pa	Collard	Georgia, (true)	150 pounds	$1 per lb	150 00	69
Dec. 14	Peter Henderson & Co	New York	do	do	50 pounds	$1.25 per lb	62 50	68
Jan. 27	Do	do	do	do	50 pounds	$1.25 per lb	62 50	58
May 11	D. H. Key	Boonville, Miss	Clover-seed	Japan	6 gallons	$4 per gall	24 00	18
May 16	Henry P. Williams	Guthrie, Ky	do	do	6¼ gallons	$1.50 per gall	9 37	19
Jan. 12	W. T. Webb	Alpine, Ala	Cotton-seed	Storm-proof	100 bushels	$2 per bush	200 00	29
Mar. 14	Peter S. Chase	Brattleboro', Vt	Dandelion		1,500 papers	5 cts. per paper	75 00	52
Dec. 14	Peter Henderson & Co	New York	Endive	Green curled	60 pounds	$1.50 per lb	90 00	68
July 3	Do	do	Egg-plant	New York improved	5 pounds	$6 per lb	30 00	13
Aug. 15	Do	do	do	Black Pekin	5 pounds	$6 per lb	30 00	31
Do	do	do	do	New York improved	5 pounds	$6 per lb	30 00	31
Oct. 6	Thomas Meehan	Germantown, Pa	Flower-seed	15 varieties of native	15 packets	$1.75 each	26 25	5
Aug. 15	Peter Henderson & Co	New York	do	54 varieties			906 02	31
Oct. 12	Do	do	do	18 varieties			158 38	31
Nov. 20	Thomas Meehan	Germantown, Pa	do	52 varieties	52 packets	$1.75 per packet	91 00	40
Nov. 23	F. A. Miller	San Francisco, Cal	do	9 varieties			18 75	49
Dec. 14	Peter Henderson & Co	New York	do	9 varieties	15½ pounds		128 60	68
Dec. 26	Thomas Meehan	Germantown, Pa	do	54 varieties		$1.75 per packet	94 50	83
Jan. 11	Do	do	do	53 varieties			95 88	12
Jan. 20	Peter Henderson & Co	New York	do	4 varieties	4¾ pounds		27 75	27
Feb. 10	Thomas Meehan	Germantown, Pa	do	29 varieties	29 packages	$1.75 per pkg	50 75	33
Mar. 3	F. A. McAllister	New York	do	Pyretheum	250 packets	4 cts. per packet	10 00	48
Apr. 17	Vilmorin, Andrieux & Co	Paris, France	do	29 varieties			89 60	9
Aug. 14	Herbert Post	Marion Junction, Ala	Grass-seed	Johnson	75 bushels	$3.50 per bush	262 50	54
Dec. 16	Peter Henderson & Co	New York	do	Central Park lawn mixture	100 bushels	$3.50 per bush	350 00	73
Jan. 13	F. E. McAllister	do	do	do	20 bushels	$3.50 per bush	70 00	13
Nov. 24	John Cook	Baltimore, Md	Grape-cuttings	3 varieties	2,500 cuttings		60 00	39
Nov. 14	T. S. Hubbard	Fredonia, N. Y	Grape-vines	7 varieties	1,282 plants		155 00	41
Jan. 6	The Keuka Vineyard Co	Pultney, N. Y	Grape-cuttings	10 varieties	70,000 cuttings		287 00	6
Apr. 16	Do	Wayne, N. Y	do	8 varieties	35,600 cuttings		132 50	7
Dec. 16	Peter Henderson & Co	New York	Herb-seed	Sage	5 pounds	$1.50 per lb	7 50	73
Do	do	do	Sweet marjoram	5 pounds	$1.50 per lb	7 50	73	
Do	do	do	Lavender	2 pounds	$1 per lb	2 00	73	
Do	do	do	Borage	1 pound	$1.50 per lb	1 50	73	
Do	do	do	Sweet basil	½ pound	$1.50 per lb	75	73	
Do	do	do	Dill	5 pounds	$1 per lb	5 00	73	
Do	do	do	Dandelion	5 pounds	$1.75 per lb	8 75	73	
Do	do	do	Thyme	3 pounds	$4 per lb	12 00	73	
Do	do	do	Summer savory	5 pounds	$1 per lb	5 00	73	
Jan. 13	F. E. McAllister	do	do	21 varieties	1 lot		50 00	13
Feb. 23	Wm. B. Cunningham	do	Jute-seed	Indian	1,894 pounds	18 cts. per lb	340 92	39
Sept. 19	David Landreth & Sons	Philadelphia, Pa	Kale	Scotch	100 pounds	75 cts. per lb	75 00	69
Do	do	do	Dwarf German	100 pounds	60 cts. per lb	60 00	69	
Oct. 12	Peter Henderson & Co	New York	Lettuce	Early curled Simpson	100 pounds	80 cts. per lb	80 00	31
Do	do	do	do	100 pounds	80 cts. per lb	80 00	31	
Dec. 14	Do	do	do	Yellow-leaved butter	200 pounds	$1.50 per lb	300 00	68
Do	do	do	Salamander	200 pounds	$2 per lb	400 00	68	
Dec. 26	James J. H. Gregory	Marblehead, Mass	do	Boston curled	150 pounds	$1 per lb	150 00	87
Dec. 23	Geo. S. Haskell & Co	Rockford, Ill	do	California gardener's	70 pounds	$1.25 per lb	87 50	88
Jan. 2	James J. H. Gregory	Marblehead, Mass	do	Boston curled	50 pounds	$1 per lb	50 00	4
Jan. 15	Johnson, Robbins & Co	Wethersfield, Conn	do	Simpson black-seeded	100 pounds	75 cts. per lb	75 00	20
Dec. 5	Jos. M. Thorburn & Co	New York	Locust	Yellow	200 pounds	12 cts. per lb	24 00	55
Sept. 19	David Landreth & Sons	Philadelphia, Pa	Melon	Mountain sweet	100 pounds	50 cts. per lb	50 00	69
Do	do	do	Light icing	50 pounds	80 cts. per lb	40 00	69	
Oct. 20	Geo. S. Haskell & Co	Rockford, Ill	do	Excelsior	50 pounds	75 cts. per lb	37 50	24
Oct. 20	Do	do	do	Cassaba	50 pounds	75 cts. per lb	37 50	24
Dec. 5	W. Lee White	Uniontown, Md	do	Cuban queen	13½ pounds	$2.50 per lb	33 75	47
Dec. 14	Peter Henderson & Co	New York	do	Hackensack	100 pounds	60 cts. per lb	60 00	68
Do	do	do	Jenny Lind	100 pounds	40 cts. per lb	40 00	68	
Dec. 23	Geo. S. Haskell & Co	Rockford, Ill	do	Cassaba	100 pounds	60 cts. per lb	60 00	88
Do	do	do	Excelsior	50 pounds	75 cts. per lb	37 50	88	
Do	do	do	Rattlesnake	50 pounds	60 cts. per lb	30 00	88	
Do	do	do	Peerless	50 pounds	50 cts. per lb	25 00	88	
Dec. 22	B. K. Bliss & Sons	New York	do	Scaly bark	12 pounds	$4 per lb	48 00	1
Jan. 2	Peter Henderson & Co	do	do	do	40 pounds	$2.50 per lb	100 00	8
Do	do	do	Montreal market	40 pounds	$2.50 per lb	100 00	8	
Jan. 15	Johnson, Robbins & Co	Wethersfield, Conn	do	California	100 pounds	40 cts. per lb	40 00	20
Feb. 10	F. E. McAllister	New York	do	Striped Gibsey	100 pounds	60 cts. per lb	60 00	34
Do	do	do	White Japan	75 pounds	90 cts. per lb	67 50	34	
Jan. 27	Peter Henderson & Co	do	do	Bay View	100 pounds	$1 per lb	100 00	58
Do	do	do		200 pounds	50 cts. per lb	100 00	58	
Apr. 7	Hiram Sibley & Co	Chicago, Ill	do	Scaly bark	20 pounds	$2.50 per lb	50 00	5
Dec. 16	Peter Henderson & Co	New York	Mustard	White London	50 pounds	20 cts. per lb	10 00	73
Feb. 10	F. A. McAllister	do	do	Black	5 pounds	18 cts. per lb	90	34
Jan. 27	Peter Henderson & Co	do	do	White	50 pounds	20 cts. per lb	10 00	58
Aug. 9	F. A. McAllister	New York	Millet		500 bushels	$2 per bush	1,000 00	39
Jan. 13	Do	do	Nasturteum	Mixed	5 pounds	$1.25 per lb	6 25	13
July 3	Peter Henderson & Co	do	Onion	White Naples	10 pounds	$4 per lb	40 00	13
Oct. 20	Geo. S. Haskell & Co	Rockford, Ill	do	do	20 pounds	$1.50 per lb	30 00	24
Aug. 15	Peter Henderson & Co	New York	do	Red globe	50 pounds	$4 per lb	200 00	31
Do	do	do	Southport yellow globe	50 pounds	$4 per lb	200 00	31	

PURCHASE AND DISTRIBUTION OF SEEDS, PLANTS, &c.—CONTINUED.

Date.	Name.	Residence.	Article.	Variety.	Quantity.	Cost.	Amount.	Voucher.
1882–'83.								
Sept. 21	Kellogg & Moore	Santa Clara, Cal	Onion	Extra early red	150 pounds	$1 per lb	$150 00	46
	Do	do	do	Yellow globe Danvers	50 pounds	$1 per lb	50 00	46
Dec. 14	Peter Henderson & Co	New York	do	Large Strasburg	250 pounds	$1.25 per lb	312 50	68
	Do	do	do	Extra early red	250 pounds	$1.50 per lb	375 00	68
Jan. 12	Do	do	do	White Portugal	250 pounds	$2.10 per lb	525 00	14
Jan. 15	Johnson, Robbins & Co	Wethersfield, Conn	do	New Danvers yellow	75 pounds	70 cts. per lb	52 50	20
	Do	do	do	Red globe	50 pounds	$1 per lb	50 00	20
Jan. 29	James J. H. Gregory	Marblehead, Mass	do	Cracker	100 pounds	$2 per lb	200 00	26
Apr. 6	Henry Stabler	Brighton, Md	do	Early nocera	8 pounds	$2 per lb	16 00	4
Sept. 20	E. Whitman, Sons & Co	Baltimore, Md	Oats	Winter	150 bushels	$1.75 per bush	262 50	70
Nov. 6	Peter Henderson & Co	New York	do	White Mediterranean	843¼ bushels	$3 per bush	2,530 00	31
	Do	do	do	Red Mediterranean	183 21-60 bushels	$3.10 per bush	568 30	31
Dec. 19	Thomas Meehan	Germantown, Pa	Osage orange		10 pounds	50 cts. per lb	5 00	81
Apr. 26	W. W. Parce	De Land, Fla	Orange	Wild	3 quarts	$1.25 per qt	3 75	13
Sept. 19	David Landreth & Sons	Philadelphia, Pa	Prolific	Okra	100 pounds	45 cts. per lb	45 00	69
Nov. 30	A. Q. Withers	Red Bank, Miss	Yellow flower, white pod.	do	15 pounds	50 cts. per lb	7 50	80
Oct. 20	Geo. S. Haskell & Co	Rockford, Ill	Thorburm, new dwarf.	do	10 pounds	50 cts. per lb	5 00	24
July 8	John Saul	Washington, D. C	Plants	Roses, &c	182 plants		52 26	4
	Do	do	do	Chinese arbor-vitæ	725 plants	$10 per 100	72 50	4
Aug. 5	David I. Saunders	do	do	Geraniums, coleus, &c	552 plants		58 40	29
Aug. 7	The Dingee & Conard Co	West Grove, Pa	do	Roses	153 plants		58 50	47
Nov. 10	V. H. Hallock, Son & Thorp	Queens, N. Y	do	Geraniums, fuchsias, &c	486 plants		78 37	23
Oct. 26	J. T. Lovett	Little Silver, N. J	do	Raspberries and strawberries	2,500 plants		150 00	26
Nov. 20	David I. Saunders	Washington, D. C	do	Strawberries	23,500 plants		319 00	42
Oct. 12	John Saul	do	do	Variety	52 plants		12 25	60
Apr. 25	Geo. A. Stone Nursery Co	Rochester, N. Y	do	Currants and grapes	30 plants		38 50	12
May 1	V. H. Hallock, Son & Thorp	Queens, N. Y	do	Flowering	39 plants		27 30	16
Feb. 10	F. A. McAllister	New York	Pyretheum		300 packets	5 cts. per packet	15 00	34
Jan. 27	Peter Henderson & Co	do	Poppy	Opium	10 pounds	$1 per lb	10 00	58
July 3	Do	do	Parsley	Curled	75 pounds	55 cts. per lb	41 25	13
Nov. 10	Do	do	do	Champion moss curled	100 pounds	45 cts. per lb	45 00	52
Apr. 16	G. Cowing	Muncie, Ind	Potatoes	McCormick	50 bushels	$3 per bush	150 00	6
July 3	Peter Henderson & Co	New York	Pepper	Long red cayenne	5 pounds	$2.50 per lb	12 50	13
Jan. 13	F. E. McAllister	do	do	do	2 pounds	$2.50 per lb	5 00	13
July 3	Peter Henderson & Co	do	Pea	American wonder	3 bushels	$20 per bush	60 00	13
	Do	do	do	Daniel O'Rouck	10 bushels	$4.50 per bush	45 00	13
Oct. 20	Geo. S. Haskell & Co	Rockford, Ill	do	Cleveland's first best	50 bushels	$4.50 per bush	225 00	24
	Do	do	do	Extra early	20 bushels	$3.75 per bush	75 00	24
Aug. 15	Peter Henderson & Co	New York	do	Improved Dan. O'Rouck	25 bushels	$5.50 per bush	137 50	31
Oct. 12	Do	do	do	American wonder	30 bushels	$12 per bush	360 00	31
Nov. 25	B. K. Bliss & Sons	do	do	do	50 bushels	$8.50 per bush	425 00	53
Dec. 14	Peter Henderson & Co	do	do	Champion of England	26 bushels	$4 per bush	104 00	68
	Do	do	do	Extra early	74 bushels	$5 per bush	370 00	68
Dec. 12	Chase Brothers	Rochester, N. Y	do	Chase Brothers' challenge	50 bushels	$4.50 per bush	225 00	77
	Do	do	do	McBeth's pride	50 bushels	$4.50 per bush	225 00	77
Dec. 23	Geo. S. Haskell & Co	Rockford, Ill	do	Caup's extra early	20 bushels	$6 per bush	120 00	88
	Do	do	do	Telegraph	16 bushels	$7 per bush	112 00	88
Dec. 22	B. K. Bliss & Sons	New York	do	Day's sunrise	50 bushels	$4.50 per bush	225 00	1
	Do	do	do	Yorkshire hero	30 bushels	$4.25 per bush	127 50	1
Dec. 26	F. A. McAllister	do	do	Improved Dan. O'Rouck	100 bushels	$4.50 per bush	450 00	7
Jan. 2	Peter Henderson & Co	do	do	Henderson's first of all	25 bushels	$5 per bush	125 00	8
	Do	do	do	Yorkshire hero	50 bushels	$4.50 per bush	225 00	8
Jan. 15	Johnson, Robbins & Co	Wethersfield, Conn	do	Dexter's extra early	30 bushels	$4 per bush	120 00	20
July 3	Peter Henderson & Co	New York	Parsnip	Long smooth	300 pounds	30 cts. per lb	90 00	13
	Do	do	do	do	700 pounds	30 cts. per lb	210 00	13
Dec. 14	Do	do	do	Guernsy	500 pounds	30 cts. per lb	150 00	68
Dec. 26	James J. H. Gregory	Marblehead, Mass	do	Sutton's student	100 pounds	35 cts. per lb	35 00	87
Sept. 19	David Landreth & Sons	Philadelphia, Pa	Pumpkin	Field	100 pounds	15 cts. per lb	15 00	69
Nov. 10	Peter Henderson & Co	New York	do	Connecticut field	6 bushels	$2.50 per bush	15 00	52
Nov. 1	H. H. Best	Goldsboro', N. C	Rice	Golden upland	453 pounds	4¼ cts. per lb	19 25	44
Feb. 10	F. E. McAllister	New York	Rhubarb	Victoria	10 pounds	75 cts. per lb	7 50	34
July 3	Peter Henderson & Co	do	Ruta-baga	Improved American	1,000 pounds	35 cts. per lb	350 00	13
	Do	do	do	Improved purple-top	500 pounds	35 cts. per lb	175 00	13
	Do	do	Radish	French breakfast	20 pounds	55 cts. per lb	11 00	13
Aug. 15	Do	do	do	do	200 pounds	50 cts. per lb	100 00	31
Nov. 10	Do	do	do	White-tipped scarlet	300 pounds	55 cts. per lb	165 00	52
Dec. 16	Do	do	do	Carter's long scarlet	200 pounds	35 cts. per lb	70 00	73
Dec. 19	James J. H. Gregory	Marblehead, Mass	do	French breakfast	100 pounds	40 cts. per lb	40 00	79
Dec. 23	Geo. S. Haskell & Co	Rockford, Ill	do	Scarlet turnip white tail	50 pounds	40 cts. per lb	20 00	88
Aug. 15	David Landreth & Sons	Philadelphia, Pa	Squash	Early white bush	500 pounds	35 cts. per lb	175 00	38
	Peter Henderson & Co	New York	do	Cocoa-nut	25 pounds	75 cts. per lb	18 75	31
Dec. 11	Aaron Low	Essex, Mass	do	Essex early hybrid	250 pounds	$1 per lb	250 00	72
Jan. 15	Johnson, Robbins & Co	Wethersfield, Conn	do	White bush scallop	100 pounds	35 cts. per lb	35 00	20
Jan. 29	James J. H. Gregory & Co	Marblehead, Mass	do	Turban	200 pounds	$1 per lb	200 00	26
Aug. 15	Peter Henderson & Co	New York	Spinach	Savoy-leaved	500 pounds	12 cts. per lb	60 00	31
Nov. 10	Do	do	do	do	350 pounds	12 cts. per lb	42 00	52
Dec. 23	Geo. S. Haskell & Co	Rockford, Ill	do	Thick-leaf	100 pounds	10 cts. per lb	10 00	88
Jan. 26	James J. H. Gregory	Marblehead, Mass	do	Bloomsdale	200 pounds	15 cts. per lb	30 00	26
Feb. 21	Howcroft & Watkins	London, England	do	Long-standing	50 pounds	9 cts. per lb	4 50	38
July 3	Peter Henderson & Co	New York	Salsify		10 pounds	$2.25 per lb	22 50	13
Nov. 10	Do	do	do		40 pounds	$2 per lb	80 00	52
	Hiram Sibley & Co	Rochester, N. Y	Tomato	Trophy	200 pounds	$1.50 per lb	300 00	10
	Do	do	do	Paragon	50 pounds	$1.50 per lb	75 00	10
Aug. 15	Peter Henderson & Co	New York	do	Acme	50 pounds	$1.75 per lb	87 50	31
Oct. 12	Do	do	do	New York market	50 pounds	$1.75 per lb	87 50	31
Dec. 11	Aaron Low	Essex, Mass	do	Essex early hybrid	30 pounds	$3 per lb	90 00	72
Dec. 21	A. W. Livingston's Sons	Columbus, Ohio	do	Livingston's favorite	1,000 packets	12½ cts. per pack	125 00	82
Dec. 22	B. K. Bliss & Sons	New York	do	Mayflower	5 pounds	$5 per lb	25 00	1
Dec. 27	Do	do	do	do	15 pounds	$5 per lb	75 00	1
Jan. 13	F. E. McAllister	do	do	Large red smooth	15 pounds	$1.50 per lb	22 50	13
Jan. 27	Peter Henderson & Co	do	do	No name	50 pounds	$2 per lb	100 00	58
	Do	do	do	Extra selected	50 pounds	$3.50 per lb	175 00	58
Dec. 11	J. T. Bogges	Felicity, Ohio	Tobacco		150 pounds	$1.50 per lb	225 00	69
Dec. 21	John A. Palmer	South Boston, Va	do	Gooch	92½ pounds	$1.50 per lb	138 75	71
	Do	do	do	Rogers	99½ pounds	$1.50 per lb	149 25	71
	Do	do	do	Little Orinoco	31 pounds	$1.50 per lb	46 50	71
Dec. 22	B. K. Bliss & Sons	New York	do	General Grant	50 pounds	$4 per lb	200 00	1
Jan. 15	Johnson, Robbins & Co	Wethersfield, Conn	do	Connecticut seed-leaf	100 pounds	$1.50 per lb	125 00	20
July 19	Richard V. Gaines	Mossingford, Va	Turnip	Seven-top	6 pounds	$1 per lb	6 00	11
July 3	Peter Henderson & Co	New York	do	Red-top strap-leaf	1,000 pounds	35 cts. per lb	350 00	13
	Do	do	do	Purple-top white globe	500 pounds	45 cts. per lb	225 00	13
July 8	James J. Gregory	Marblehead, Mass	do	White top	50 pounds	36 cts. per lb	18 00	31
	Do	do	do	Improved yellow globe	50 pounds	35 cts. per lb	17 50	31
	Do	do	do	White egg	150 pounds	36 cts. per lb	54 00	31
	Do	do	do	Sweet German globe	350 pounds	33 cts. per lb	115 50	31

PURCHASE AND DISTRIBUTION OF SEEDS, PLANTS, &c.—CONTINUED.

Date.	Name.	Residence.	Article.	Variety.	Quantity.	Cost.	Amount.	Voucher.
1882–'83.								
July 15	J. V. Enochs	Terry, Miss	Turnip	Seven-top	76½ pounds	75 cts. per lb	$57 38	33
Aug. 7	Peter Henderson & Co	New York	do	Red-top strap-leaf	100 pounds	37 cts. per lb	37 00	53
	Do	do	do	Early white strap-leaf	100 pounds	37 cts. per lb	37 00	53
	Do	do	do	Early flat Dutch	100 pounds	37 cts. per lb	37 00	53
	Do	do	do	New white egg	200 pounds	37 cts. per lb	74 00	53
Sept. 6	J. R. Lewis	Terry, Miss	do	Seven-top	35 pounds	75 cts. per lb	26 25	63
Dec. 14	Peter Henderson & Co	New York	do	Extra early purple-top	100 pounds	70 cts. per lb	70 00	68
Oct. 6	Thomas Meehan	Germantown, Pa	Tree-seed	17 varieties			31 75	5
Nov. 20	Do	do	do	19 varieties			24 38	40
Dec. 26	Do	do	do	29 varieties			27 75	83
Feb. 10	Do	do	do	50 varieties			66 60	33
Mar. 3	W. A. Sanders	Sanders, Cal	do	Panicum spectabli	2½ pounds	$1.25 per lb	3 13	47
Mar. 6	Thomas Meehan	Germantown, Pa	do	4 varieties			13 50	50.
Aug. 2	C. S. Simmons	Buckeyestown, Md	Wheat	Rice	229 34-60 bushels	$2 per bush	459 13	26
Aug. 15	P. L. Hargett & Co	Frederick, Md	do	do	209 24-60 bushels	$2 per bush	418 80	40
Aug. 26	C. S. Simmons	Buckeyestown, Md	do	do	227 54-60 bushels	$2 per bush	455 80	45
Sept. 16	S. M. Tracy	Columbus, Mo	do	Ostrey	100 7-60 bushels	$2.50 per bush	250 29	55
Oct. 2	David Landreth & Sons	Philadelphia, Pa	do	Landreth white	200 bushels	$3.50 per bush	700 00	64
	J. W. Sparks	Murfreesboro', Tenn	do	Tennessee amber	465 41-60 bushels	$1.50 per bush	698 53	4
Total							42,206 75	

Summary of disbursements for purchase and distribution of seeds, plants, and cuttings for the fiscal year ended June 30, 1883.

Seeds	$42,206 75	
Labor	31,478 13	
Bags and pockets	2,293 73	
Freight	1,281 44	
Paper, twine, and gum	2,287 64	
Miscellaneous items	452 31	
		$80,000 00

APPENDIX T.

In relation to the estimate for books for the office of the Solicitor of the Treasury. (*See page* 72.)

DEPARTMENT OF JUSTICE,
Office of the Solictor of the Treasury, Washington, D. C., September 27, 1883.

SIR: I have the honor to request that in the book of estimates the appropriation to be asked "for law and miscellaneous books for the office of the Solicitor of the Treasury" for the fiscal year ending June 30, 1885, be placed at one thousand dollars, instead of five hundred dollars, as heretofore. Until a recent period, Congress appropriated $1,000 annually for this object. In consequence of succeeding inadequate appropriations, this office has not been able to keep up with the current issue of State reports, and many of the sets are now incomplete. These should be supplied with the missing volumes while they may be obtained.

From the same cause, the library is lacking in text-books likewise essential to, and in constant demand for, the proper examination of legal questions arising in the business of this office.

I am, very respectfully,

K. RAYNER,
Solicitor of the Treasury.

Hon. ATTORNEY-GENERAL.

APPENDIX U.

In connection with the estimate for steam-heating apparatus for Building for Department of Justice. (*See page* 72.)

OFFICE OF U. S. LOCAL INSPECTORS OF STEAM-VESSELS,
Baltimore, Md., July 9, 1883.

SIR: In compliance with your letter transmitted to me by Hon. Jas. A. Dumont, Supervising Inspector-General of Steam-Vessels, I have inspected the boiler connected with the steam-heating apparatus in the Department of Justice, and find the ends of the tubes rusted away and the boiler strained. I do not consider it safe for further use, as its further use would endanger the lives of the occupants of the building.

Very respectfully,

WILLIAM O. SAVILLE,
U. S. Local Inspector of Boilers.

Hon. CHIEF CLERK,
Department of Justice, Washington, D. C.

APPENDIX V.

Statement showing the authorized active strength of the Army in commissioned officers.

Corps.	Lieutenant-general.	Major-generals.	Brigadier-generals.	Aides, and military secretary.	Colonels.	Lieutenant-colonels.	Majors.	Captains, mounted.	Captains, not mounted.	Chaplains.	Storekeepers.	Adjutants, extra lieutenants.	Regimental quartermasters, extra lieutenants.	First lieutenants, mounted.	First lieutenants, not mounted.	Second lieutenants, mounted.	Second lieutenants, not mounted.	Acting commissaries of subsistence.	Date of act.	References to Statutes at Large, or to Revised Statutes. Vol. or R.S.	Page.	Sec.
General officers	1	3	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	R.S.	202	1094
Aids, and Military Secretary	.....	.....	.....	*24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	R.S.	203	1096, 1097, 1098
Adjutant-General's Department	.....	.....	1	.....	2	4	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Mar. 3, 1875	18	478	1
Inspector-General's Department	.....	.....	1	.....	1	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	R.S.	206	1131
																			June 23, 1874	18	244	116
																			Dec. 12, 1878	20	257	1
Bureau of Military Justice	.....	.....	1	.....	.....	.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	R.S.	213	1200
																			June 23, 1874	18	244	2, 6
Quartermaster's Department	.....	.....	1	.....	4	8	14	30	.....	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	R.S.	206	1132
																			Mar. 3, 1875	18	338	1, 3
Subsistence Department	.....	.....	1	.....	2	3	8	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	*180	.....	R.S.	207	1140
																			.....	R.S.	220	1261
																			June 23, 1874	18	244	3
Medical Department	.....	.....	1	.....	6	10	50	89	.....	.....	3	.....	.....	36	.....	.....	.....	.....	June 23, 1874	18	244	4
																			June 26, 1876	19	61	1
Pay Department	.....	.....	1	.....	2	2	47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	R.S.	211	1182
																			Mar. 2, 1875	18	338	1
																			July 22, 1876	19	95	1
																			Mar. 3, 1877	19	270	1
																			Mar. 3, 1883	22	456	1
Corps of Engineers	.....	.....	1	.....	6	12	24	30	.....	.....	.....	*1	*1	26	.....	10	.....	.....	.....	R.S.	208	1151,'6
																			June 30, 1879	21	45	1
Ordnance Department	.....	.....	1	.....	3	4	10	20	.....	.....	5	.....	.....	16	.....	.....	.....	.....	.....	R.S.	209	1159
																			June 23, 1874	18	245	5
Post chaplains	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	R.S.	205	1121
Ten regiments of cavalry	.....	.....	.....	.....	10	10	30	120	.....	2	.....	10	10	120	.....	120	.....	.....	.....	R.S.	202	1094
																			.....	R.S.	203	1102,'4
																			.....	R.S.	205	1121
Five regiments of artillery	.....	.....	.....	.....	5	5	15	10	50	.....	.....	5	5	20	100	15	50	.....	....	R.S.	202	1094,'9
																			.....	R.S.	203	1100,'1
Twenty-five regiments of infantry	.....	.....	.....	.....	25	25	25	.....	250	2	.....	25	25	.....	250	.....	250	.....	.....	R.S.	202	1094
																			.....	R.S.	204	1106,'7
																			.....	R.S.	205	1121
Captain in the Army	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	July 24, 1876	19	53	1
Total strength	1	3	15	*24	66	85	241	311	301	34	14	40	40	218	350	145	300	*180				

*These are detailed officers, and are included in the strength of the corps to which they belong. They appear on the estimate for the extra compensation to which they are entitled.

Statement showing the authorized active strength of the Army in enlisted men.

Corps.	Sergeant-majors, cavalry, artillery, and infantry.	Battalion sergeant-majors.	Quartermaster-sergeants, cavalry, artillery, and infantry.	Battalion quartermaster-sergeant.	Chief musicians.	Chief trumpeters and principal musicians.	Saddler-sergeants.	Ordnance-sergeants.	Commissary-sergeants.	Hospital-stewards.	First sergeants.	Sergeants of engineers and ordnance.	Sergeants of cavalry, artillery, and infantry.	Corporals of engineers and ordnance.	Corporals of cavalry, artillery, and infantry.	Musicians and trumpeters.	Artificers, farriers, and blacksmiths.	Saddlers.	Wagoners.	Privates, 1st class, engineers and ordnance.	Privates, 2d class, engineers and ordnance, and privates of cavalry, artillery, and infantry.	Total.	Date of act.	Reference to Statutes at Large, or to Revised Statutes. Vol. or R.S.	Page.	Sec.
Medical Department	.....	.....	.....	.....	.....	.....	.....	.....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150	June 23, 1874	18	244	14
Corps of Engineers	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	20	.....	16	.....	8	.....	.....	.....	80	74	200	.....	R.S.	208	1154,'5
Ordnance Department	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	.....	80	.....	.....	.....	.....	.....	150	130	400	.....	R.S.	209	1162
Ten regiments of cavalry	10	.....	10	.....	10	10	10	.....	.....	.....	120	.....	600	.....	480	240	240	120	120	.....	6,000	7,970	.....	R.S.	202	1094
																							.....	R.S.	203	1102,'3
Five regiments of artillery	5	.....	5	.....	5	10	.....	.....	.....	.....	60	.....	250	.....	240	120	120	.....	60	.....	1,750	2,625	.....	R.S.	202	1094
																							.....	R.S.	203	1099, 1100
Twenty-five regiments of infantry	25	.....	25	.....	25	50	.....	.....	.....	.....	250	.....	1,000	.....	1,000	500	500	.....	250	.....	9,000	12,625	.....	R.S.	202	1094
																							.....	R.S.	204	1106,'7
Non-commissioned staff and men unattached	.....	.....	.....	.....	.....	.....	.....	114	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	466	730	.....	R.S.	204	1109
																							.....	R.S.	207	1142
Indian scouts	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	300	300	.....	R.S.	204	1112
																							Aug. 12, 1876	19	131	1
Total strength	40	1	40	1	40	70	10	114	150	150	430	60	1,850	96	1,720	868	860	120	430	230	17,720	25,000				

APPENDIX W.

Detailed statement of the estimate for "Pay of the Navy." (*See page* 95.)

ESTIMATE OF THE AMOUNT REQUIRED TO PAY THE OFFICERS OF THE UNITED STATES NAVY FOR THE FISCAL YEAR ENDING JUNE 30, 1885.

Grade.	Sea duty.			Other duty.			Waiting orders.		
	No.	Pay per annum.	Total.	No.	Pay per annum.	Total.	No.	Pay per annum.	Total.
Admiral	.....	.....	.....	1	$13,000	$13,000	.....	.....	.....
Vice-Admiral	.....	.....	.....	1	8,000	8,000	.....	.....	.....
Rear-Admiral, (chief of bureau)	.....	.....	.....	1	5,000	5,000	.....	.....	.....
Rear-Admiral	4	$6,000	$24,000	2	5,000	10,000	1	$4,000	$4,000
Commodore, (chief of bureau)	.....	.....	.....	1	5,000	5,000	.....	.....	.....
Commodores	2	5,000	10,000	12	4,000	48,000	7	3,000	21,000
Captains, (chiefs of bureau)	.....	.....	.....	2	5,000	10,000	.....	.....	.....
Captains	10	4,500	45,000	25	3,500	87,500	10	2,800	28,000
Commanders	24	3,500	84,000	43	3,000	129,000	20	2,300	46,000
Lieutenant-commanders, (second 5 years)	17	3,000	51,000	21	2,600	54,600	5	2,200	11,000
Lieutenant-commanders, (first 5 years)	16	2,800	44,800	11	2,400	26,400	8	2,000	16,000
Lieutenants, (second 5 years)	100	2,600	260,000	86	2,200	189,200	22	1,800	39,600
Lieutenants, (first 5 years)	35	2,400	84,000	21	2,000	42,000	8	1,600	12,800
Lieutenants, (junior grade, second 5 years)	13	2,000	26,000	14	1,700	23,800	5	1,400	7,000
Lieutenants, (junior grade, first 5 years)	36	1,800	64,800	20	1,500	30,000	7	1,200	8,400
Ensigns, (second 5 years)	13	1,400	18,200	11	1,200	13,200	2	1,000	2,000
Ensigns, (first 5 years)	50	1,200	60,000	12	1,000	12,000	7	800	5,600
Ensigns, (junior grade)	70	1,000	70,000	16	800	12,800	12	600	7,200
Naval cadets	73	950	69,350	2	500	1,000	30	500	15,000
Medical director, (chief of bureau)	.....	.....	.....	1	5,000	5,000	.....	.....	.....
Medical directors, (after 20 years)	.....	.....	.....	10	4,000	40,000	4	3,000	12,000
Medical inspectors, (after 20 years)	.....	.....	.....	3	4,000	12,000	1	3,000	3,000
Medical inspectors, (fleet)	4	4,400	17,600	.....	.....	.....	.....	.....	.....
Medical inspectors, (fourth 5 years)	.....	.....	.....	6	3,600	21,600	1	2,800	2,800
Surgeon, (fleet)	1	4,400	4,400	.....	.....	.....	.....	.....	.....
Surgeons, (fourth 5 years)	3	3,700	11,100	6	3,600	21,600	1	2,800	2,800
Surgeons, (third 5 years)	5	3,500	17,500	4	3,200	12,800	3	2,600	7,800
Surgeons, (second 5 years)	3	3,200	9,600	5	2,800	14,000	4	2,400	9,600
Surgeons, (first 5 years)	6	2,800	16,800	7	2,400	16,800	2	2,000	4,000
Passed assistant surgeons, (after 5 years)	37	2,200	81,400	27	2,000	54,000	9	1,700	15,300
Passed assistant surgeons, (first 5 years)	1	2,000	2,000	5	1,800	9,000	.....	.....	.....
Assistant surgeons, (first 5 years)	4	1,700	6,800	4	1,400	5,600	.....	.....	.....
Assistant surgeons, (not in line of promotion)	.....	.....	.....	2	1,800 / 1,600	3,400	.....	.....	.....
Pay directors, (after 20 years)	.....	.....	.....	6	4,000	24,000	5	3,000	15,000
Pay directors, (fourth 5 years)	.....	.....	.....	1	3,600	3,600	1	2,800	2,800
Pay inspector, (chief of bureau)	.....	.....	.....	1	5,000	5,000	.....	.....	.....
Pay inspectors, (fleet)	3	4,400	13,200	.....	.....	.....	.....	.....	.....
Pay inspectors, (after 20 years)	.....	.....	.....	4	4,000	16,000	2	3,000	6,000
Pay inspectors, (fourth 5 years)	.....	.....	.....	3	3,600	10,800	.....	.....	.....
Paymasters, (fleet)	2	4,400	8,800	.....	.....	.....	.....	.....	.....
Paymasters, (fourth 5 years)	3	3,700	11,100	8	3,600	28,800	4	2,800	11,200
Paymasters, (third 5 years)	3	3,500	10,500	6	3,200	19,200	1	2,600	2,600
Paymasters, (second 5 years)	1	3,200	3,200	7	2,800	19,600	5	2,400	12,000
Paymasters, (first 5 years)	4	2,800	11,200	4	2,400	9,600	1	2,000	2,000
Passed assistant paymasters, (second 5 years)	7	2,200	15,400	3	2,000	6,000	4	1,700	6,800
Passed assistant paymasters, (first 5 years)	8	2,000	16,000	.....	.....	.....	7	1,500	10,500
Assistant paymasters, (first 5 years)	4	1,700	6,800	8	1,400	11,200	8	1,000	8,000
Chief engineer, (chief of bureau)	.....	.....	.....	1	5,000	5,000	.....	.....	.....
Chief engineers, (fleet)	6	4,400	26,400	.....	.....	.....	.....	.....	.....
Chief engineer, (chief of bureau)	.....	.....	.....	1	5,000	5,000	.....	.....	.....
Chief engineers, (fleet)	6	4,400	26,400	.....	.....	.....	.....	.....	.....
Chief engineers, (after 20 years)	.....	.....	.....	17	4,000	68,000	4	3,000	12,000
Chief engineers, (fourth 5 years)	2	3,700	7,400	2	3,600	7,200	.....	.....	.....
Chief engineers, (third 5 years)	6	3,500	21,000	6	3,200	19,200	3	2,600	7,800
Chief engineers, (second 5 years)	1	3,200	3,200	3	2,800	8,400	4	2,400	9,600
Chief engineers, (first 5 years)	7	2,800	19,600	3	2,400	7,200	5	2,000	10,000
Passed assistant engineers, (second 5 years)	30	2,200	66,000	21	2,000	42,000	24	1,700	40,800
Passed assistant engineers, (first 5 years)	9	2,000	18,000	8	1,800	14,400	1	1,500	1,500
Assistant engineers, (second 5 years)	12	1,900	22,800	10	1,600	16,000	3	1,200	3,600
Assistant engineers, (first 5 years)	30	1,700	51,000	20	1,400	28,000	3	1,000	3,000
Chaplains, (second 5 years)	5	2,800	14,000	5	2,300	11,500	9	1,900	17,100
Chaplains, (first 5 years)	4	2,500	10,000	.....	.....	.....	1	1,600	1,600
Professors, (after 20 years)	.....	.....	.....	4	3,500	14,000	.....	.....	.....
Professors, (third 5 years)	.....	.....	.....	2	3,000	6,000	.....	.....	.....
Professors, (second 5 years)	.....	.....	.....	3	2,700	8,100	.....	.....	.....
Professors, (first 5 years)	.....	.....	.....	2	2,400	4,800	.....	.....	.....
Naval constructor, (chief of bureau)	.....	.....	.....	1	5,000	5,000	.....	.....	.....
Naval constructors, (fourth 5 years)	.....	.....	.....	4	4,000	16,000	.....	.....	.....
Naval constructors, (third 5 years)	.....	.....	.....	6	3,700	22,200	.....	.....	.....
Assistant naval constructors, (after 8 years)	.....	.....	.....	4	2,600	10,400	.....	.....	.....
Assistant naval constructors, (first 4 years)	.....	.....	.....	3	2,000	6,000	2	1,500	3,000
Civil engineers, (second 5 years)	.....	.....	.....	4	2,700	10,800	.....	.....	.....
Civil engineers, (first 5 years)	.....	.....	.....	5	2,400	12,000	1	1,500	1,500
Secretaries to Admiral and Vice-Admiral	.....	.....	.....	2	2,500	5,000	.....	.....	.....
Boatswains, (after 12 years)	7	1,800	12,600	9	1,600	14,400	11	1,200	13,200
Boatswains, (fourth 3 years)	3	1,600	4,800	6	1,300	7,800	1	1,000	1,000
Boatswains, (third 3 years)	1	1,400	1,400	.....	.....	.....	1	900	900

Detailed statement of the estimate for "Pay of the Navy"—Continued.

Grade.	Sea duty.			Other duty.			Waiting orders.		
	No.	Pay per annum.	Total.	No.	Pay per annum.	Total.	No.	Pay per annum.	Total.
Boatswains, (second 3 years)	1	1,300	1,300	3	1,000	3,000	2	800	1,600
Boatswains, (first 3 years)	4	1,200	4,800	.....	.....	.....	1	700	700
Gunners, (after 12 years)	9	1,800	16,200	16	1,600	25,600	11	1,200	13,200
Gunners, (fourth 3 years)	1	1,600	1,600	4	1,300	5,200	2	1,000	2,000
Gunners, (third 3 years)	3	1,400	4,200	1	1,300	1,300	.....	.....	.....
Gunner, (first 3 years)	1	1,200	1,200	.....	.....	.....	.....	.....	.....
Carpenters, (after 12 years)	5	1,800	9,000	7	1,600	11,200	8	1,200	9,600
Carpenters, (fourth 3 years)	3	1,600	4,800	7	1,300	9,100	5	1,000	5,000
Carpenters, (third 3 years)	2	1,400	2,800	1	1,300	1,300	1	900	900
Carpenters, (second 3 years)	5	1,300	6,500	1	1,000	1,000	3	800	2,400
Carpenters, (first 3 years)	2	1,200	2,400	3	900	2,700	.....	.....	.....
Sail-makers, (after 12 years)	5	1,800	9,000	5	1,600	8,000	7	1,200	8,400
Sail-makers, (fourth 3 years)	2	1,600	3,200	4	1,300	5,200	1	1,000	1,000
Sail-makers, (third 3 years)	4	1,400	5,600	3	1,300	3,900	2	900	1,800
Sail-makers, (second 3 years)	.....	.....	.....	1	1,000	1,000	1	800	800
Sail-makers, (first 3 years)	2	1,200	2,400	.....	.....	.....	.....	.....	.....
Mates	5	900	4,500	28	700	19,600	5	500	2,500
Naval cadets, (at Naval Academy)	.....	.....	.....	190	500	95,000	.....	.....	.....

ESTIMATE OF AMOUNT REQUIRED TO PAY OFFICERS OF THE NAVY ON THE RETIRED LIST FOR 1884–'85.

Grade.	No.	Pay.	Amount.	Grade.	No.	Pay.	Amount.
Rear-Admirals	36	$4,500	$162,000	Passed assistant surgeon	1	$1,100	$1,100
Do	5	3,750	18,750	Assistant surgeons	4	1,425	5,700
Do	2	3,375	6,750	Do	1	1,275	1,275
Commodores	12	3,750	45,000	Do	1	950	950
Do	4	3,375	13,500	Do	1	850	850
Do	2	2,625	5,250	Pay directors, (retired chiefs of bureau)	3	3,750	11,250
Do	1	1,950	1,950	Pay directors	6	3,300	19,800
Do	1	1,150	1,150	Pay inspectors	1	3,300	3,300
Captains	2	3,375	6,750	Do	1	2,200	2,200
Do	3	2,625	7,875	Paymasters	1	2,625	2,625
Do	1	2,250	2,250	Do	1	2,400	2,400
Do	2	1,950	3,900	Do	1	2,100	2,100
Do	1	1,150	1,150	Do	1	1,400	1,400
Do	2	900	1,800	Passed assistant paymasters	1	1,650	1,650
Commanders	6	2,625	15,750	Do	1	1,500	1,500
Do	1	2,100	2,100	Assistant paymasters	1	1,425	1,425
Do	1	1,750	1,750	Chief engineer, (retired chief of bureau)	1	3,750	3,750
Do	1	1,400	1,400	Chief engineers	4	3,300	13,200
Do	1	1,150	1,150	Do	4	2,625	10,500
Do	2	900	1,800	Do	1	2,400	2,400
Lieutenant-commanders	7	2,250	15,750	Do	1	1,200	1,200
Do	3	2,100	6,300	Passed assistant engineers	10	1,650	16,500
Do	1	1,900	1,900	Do	2	1,500	3,000
Do	1	1,500	1,500	Do	4	1,275	5,100
Do	2	1,100	2,200	Do	2	1,100	2,200
Do	1	1,000	1,000	Do	1	850	850
Do	1	700	700	Do	1	480	480
Lieutenants	11	1,950	21,450	Assistant engineers	13	1,425	18,525
Do	1	1,800	1,800	Do	7	1,275	8,925
Do	1	1,300	1,300	Do	2	950	1,900
Do	2	1,200	2,400	Do	1	850	850
Do	1	900	900	Do	2	600	1,200
Lieutenants, (junior grade)	3	1,500	4,500	Do	1	500	500
Do	5	1,350	6,750	Chaplains	8	2,100	16,800
Do	3	900	2,700	Professors of mathematics	3	2,625	7,875
Ensigns	3	900	2,700	Do	2	2,025	4,050
Do	2	600	1,200	Do	1	1,800	1,800
Do	1	500	500	Naval constructor, (retired chief of bureau)	1	3,750	3,750
Ensigns, (junior grade)	1	300	300	Civil engineers	2	2,625	5,250
Medical directors	3	3,750	11,250	Do	1	2,250	2,250
Do	12	3,300	39,600	Boatswains	9	1,350	12,150
Do	5	3,150	15,750	Do	1	1,050	1,050
Do	1	2,775	2,775	Do	1	975	975
Do	1	2,400	2,400	Do	1	900	900
Medical inspectors	1	3,300	3,300	Do	1	600	600
Do	1	1,300	1,300	Gunners	10	1,350	13,500
Surgeons	2	2,625	5,250	Carpenters	9	1,350	12,150
Do	2	2,100	4,200	Sail-makers	7	1,350	9,450
Passed assistant surgeons	4	1,650	6,600				

Petty officers, seamen, ordinary seamen, &c	$2,400,000
Seven hundred and fifty boys	100,000
Total	2,500,000

Detailed statement of the estimate for "Pay of the Navy"—Continued.

RECAPITULATION.

739 officers on sea duty	$1,532,250
858 officers on shore duty	1,652,600
329 officers on waiting orders	534,300
308 officers on retired list	713,455
Petty officers, seamen, ordinary seamen, &c	2,400,000
750 boys	100,000
Total	6,932,605

APPENDIX X.

Recapitulation of the estimates for Indian service as furnished by the Indian Office. (*See pages* 109 to 125.)

APPROPRIATED FOR THE FISCAL YEAR ENDING JUNE 30, 1884.

Current expenses, salaries, &c	$197,400 00	Miscellaneous	$385,800 00
Fulfilling treaties with, and support of, Indian tribes	2,671,085 91	Indian schools	700,200 00
General incidental expenses, Indian service	130,000 00		
Trust-funds	95,170 00	Total	5,360,655 91
Miscellaneous supports	1,181,000 00		

ESTIMATES FOR THE FISCAL YEAR ENDING JUNE 30, 1885.

Current expenses, salaries, &c	$313,300 00	Miscellaneous	$858,913 60
Fulfilling treaties with, and support of, Indian tribes	3,681,826 31	Indian schools	1,710,300 00
General incidental expenses, Indian service	219,000 00		
Trust-funds	95,170 00	Total	8,466,809 91
Miscellaneous supports	1,588,300 00		

AMOUNTS APPROPRIATED FOR 1884 NOT EMBRACED IN ESTIMATES FOR 1885.

Amount dropped under "Fulfilling treaty with Osages," $15,000. (This amount will hereafter be appropriated by the Secretary of the Treasury, under act approved April 1, 1880—Stats. 21, page 70.)

AMOUNTS EMBRACED IN THE ESTIMATES FOR 1885 NOT APPROPRIATED FOR 1884.

Increase submitted for—		Increase submitted for support of—	
Pay of Indian agents	$11,900 00	S'Kallams	$1,000 00
Pay of interpreters	10,000 00	Tonkawas at Fort Griffin	1,800 00
Pay of school superintendent	1,000 00	Walla Walla, Cayuse, &c	2,000 00
Travelling expenses of same	500 00	Yakamas and other Indians	12,000 00
Buildings at agencies, and repairs	80,000 00	Amount submitted for—	
Contingencies, Indian department	9,500 00	Payment of Indian commissions, &c	5,000 00
Expenses of Indian commissioners	3,000 00	Constructing irrigating-ditches at agencies	100,000 00
Support of Apaches, Kiowas, and Comanches	28,300 00	Increase submitted for incidental expenses, Indian service in—	
Support of Cheyennes and Arapahoes	65,100 00	Arizona	18,000 00
Fulfilling treaty with Creeks	4,710 00	California	16,000 00
Support of Crows	51,700 00	Dakota	7,000 00
Fulfilling treaty with Kickapoos	5,530 40	Idaho	4,000 00
Increase submitted for support of—		Montana	1,000 00
Navajoes, (treaty)	189,100 00	Nevada	6,000 00
Pawnees	2,900 00	New Mexico	10,000 00
Poncas	15,500 00	Oregon	6,000 00
Shoshones and Bannocks	32,600 00	Utah	14,000 00
Sioux of different tribes, &c	563,900 00	Washington	7,000 00
Sioux of Yankton tribe	30,000 00	Increase submitted for—	
Confederated bands of Utes	36,400 00	Pay of Indian police	45,000 00
Arapahoes, Cheyennes, &c	87,000 00	Vaccination of Indians	200 00
Arickarees, Gros Ventres, &c	22,000 00	Transportation of Indian supplies	75,000 00
Assinaboines in Montana	10,000 00	Amount submitted—	
Blackfeet, Bloods, and Piegans	25,000 00	For survey of Indian reservations	100,000 00
Chippewas of Lake Superior	5,000 00	To carry out agreement with Chief Moses	85,000 00
Chippewas of Red Lake and Pembina	3,000 00	For prevention of liquor traffic on reservations	5,000 00
Chippewas on W. E. reservation	2,000 00	For removal of Spokane Indians	6,000 00
Confederated tribes in Middle Oregon	1,000 00	For removal of Chippewa Indians	25,000 00
D'Wamish and other allied tribes	2,000 00	For removal and support of confederated bands of Utes	31,913 60
Gros Ventres in Montana	7,000 00	Increase submitted for support of Indian schools	741,800 00
Indians in Arizona and New Mexico	100,000 00	Amount submitted for support of Indian schools in Alaska	25,000 00
Indians of Central superintendency	12,000 00	Increase submitted for support of—	
Indians at Fort Peck agency	30,000 00	Indian school near Arkansas City	16,500 00
Kansas Indians	2,500 00	Indian school, Carlisle, Pa	32,500 00
Makahs	2,000 00	Indian school, Forest Grove, Oreg	36,500 00
Menomonees	5,000 00	Indian school at Geneoa, Nebr	11,500 00
Modocs in Indian Territory	5,000 00	Indian school at Hampton, Va	9,300 00
Navajocs	5,000 00	Amount submitted for support of Indian school at Lawrence, Kans	72,000 00
Nez Percés of Joseph's band	10,000 00	Increase submitted for support of Indian children at schools in States	65,000 00
Amount submitted for support of Nez Percés of Idaho	20,000 00		
Increase submitted for support of—		Total	3,121,154 00
Qui-nai-elts and Quil-leh-utes	1,000 00		
Shoshones in Wyoming	5,000 00		
Sioux of Lake Traverse	12,000 00		
Sioux of Devil's Lake	12,000 00		

Amount estimates for 1885	$8,466,809 91	Amount embraced in estimates not appropriated for 1884	$3,121,154 00
Amount appropriated for 1884	5,360,655 91	Am't appropriated for 1884, and not embraced in estimates	15,000 00
Difference	3,106,154 00	Agreeing with the difference between the amounts appropriated for 1884 and these estimates	3,106,154 00

APPENDIX Y.

In explanation of the estimates for certain public buildings under control of the Treasury Department. (*See pages* 133 and 134.)

TREASURY DEPARTMENT,
Office of the Supervising Architect, November 16, 1883.

SIR: I have the honor to transmit herewith estimates of amounts required by this office during the fiscal year ending June 30, 1885, for construction of, repairs, &c., for public buildings under control of this Department, aggregating three million eight hundred and twenty thousand four hundred and sixty-seven dollars and forty-two cents, ($3,820,467.42.)

In the estimate I have included an item of two hundred thousand dollars ($200,000) for continuation of work on the post office, &c., at Brooklyn, N. Y., but the limit of cost of this building, including site, is fixed at so low a sum that it will be impracticable to construct a building suitable for the purposes desired, after the purchase of a site, for the balance which will remain. Unless, therefore, the limit is extended, the amount asked will not be necessary.

The estimate embraces also an item of fifty thousand dollars ($50,000) for completion of the proposed building at Erie, Pa. This building is limited in cost, inclusive of site, to one hundred and fifty thousand dollars, ($150,000.) A suitable site has been purchased, at a cost of thirty-six thousand one hundred and eighty dollars, ($36,180,) leaving but one hundred and thirteen thousand eight hundred and twenty dollars ($113,820) available within the limit for a building. This will be insufficient to construct a building that will accommodate all the customs, post office, and court offices in Erie, which would seem to be in the interests of economy, and I would suggest the advisability of selling the present customs-house building, if it can be sold to advantage, and devoting the proceeds to the new building, the limit of cost to be extended.

I have also to call attention to the estimate for continuation of work on the court-house and post-office building at Pittsburgh, Pa., for which one hundred and fifty thousand dollars ($150,000) is asked. This building as planned and commenced does not cover the ground which it is ultimately contemplated to cover, and is not adequate in size to accommodate all the Government officers in that city. The limit should be extended to one and a quarter million dollars ($1,250,000) to enable the construction of the wing omitted, as this work can be done to much better advantage during the progress of work on the portion already commenced.

Very respectfully,

M. E. BELL,
Supervising Architect.

Hon. SECRETARY OF THE TREASURY.

APPENDIX Z.

In relation to the estimate for the new Naval Observatory. (*See page* 139.)

U. S. NAVAL OBSERVATORY,
Washington, D. C., September 24, 1883.

Hon. WILLIAM E. CHANDLER, *Secretary of the Navy.*

SIR: I respectfully request that Congress be asked to appropriate the sum of $586,138 for the purpose of erecting a new Observatory upon the site purchased under the act of Congress approved February 4, 1880. The amount asked for is to cover the expenses of constructing roads, grading, erecting the observatory buildings and quarters for the Superintendent, the observers, and others whose duties require them to be in attendance during the night, for fencing, for moving the instruments and erecting them in the new building, and for all the expenses whatever. Plans of the building were made two years ago, and photographs of them were submitted to all the leading scientific gentlemen of the country for their opinion and criticism. These opinions led to some slight alterations in the plans, though the opinions in all cases were most favorable. The plans were finally approved by the commission appointed under the act mentioned above. The unsuitableness of the present situation for astronomical purposes renders it desirable to make the change as early as possible. I append hereto, as bearing upon this subject, a copy of a letter from the Supervising Architect of the Treasury, written in April, 1882, to the chairman of the House Committee on Appropriations.

Very respectfully,

R. W. SHUFELDT,
Rear-Admiral, Superintendent.

Respectfully recommended and forwarded.

J. G. WALKER,
Chief of Bureau.

TREASURY DEPARTMENT,
Office of the Supervising Architect, April 22, 1882.

SIR: In compliance with the request of your committee, conveyed by letter of the 12th instant, I have examined the plans and specifications for the proposed building for the Naval Observtory. The present buildings are old and dilapidated, and the interests of the public service require that the new building should be erected as speedily as possible. I estimate that the lowest amount that would reasonably serve for the first year's work would be about one-half of the amount proposed to be appropriated, say two hundred and seventy-five thousand dollars, ($275,000.) I think, however, the Government interests would be best served by an appropriation of the entire amount estimated for the work.

Very respectfully,

JAS. G. HILL,
Supervising Architect.

Hon. FRANK HISCOCK,
Chairman Committee on Appropriations, House of Representatives.

APPENDIX A*a*.

In explanation of certain estimates for the Interior-Department building. (*See page* 139.)

OFFICE OF ARCHITECTS AND ENGINEERS, RECONSTRUCTION OF INTERIOR-DEPARTMENT BUILDING,
Washington, D. C., October 4, 1883.

SIR: In explanation of the estimates herewith submitted, we state that, for want of adequate funds, the work cannot at present be pushed forward as vigorously as the exposed state of this overcrowded public building calls for. It is to be regretted, in the interest of economy as well as of the public service, that the coming winter months cannot be properly taken advantage of. The present estimates are based upon the actual cost of similar work in the north and west wings, which have been reoccupied for some time. They will enable the south wing and main portico, with the rooms above the colonnade, to be completed ready for occupancy.

A centralized heating apparatus with the latest improvements is imperatively needed for the south wing. The antiquated present heating apparatus is so thoroughly corroded as to be unsafe. It was whilst in best condition but a makeshift, the old model-halls having been heated by stoves. Numerous offices have miscellaneous provisions for warming, without any system or method at all, and the additional offices created by the reconstruction must be provided for by the only practicable method as estimated for.

We have the honor to be, very respectfully, your most obedient,

CLUSS & SCHULZE, *Architects.*

HON. SECRETARY OF THE INTERIOR.

APPENDIX B*b*.

In explanation of the estimates for "Buildings and grounds, Government Hospital for the Insane." (*See page* 140.)

GOVERNMENT HOSPITAL FOR THE INSANE,
Washington, D. C., September 28, 1883.

SIR: The following explanation, in support of the estimate for special improvements at this hospital for the fiscal year ending June 30, 1885, is respectfully submitted:

We very much need an additional barn for the storage of crops and the shelter of our stock. From necessity, much of the hay cut on the farm is now standing in stacks, exposed to the storms, while a portion of the cattle are stalled in sheds and temporary structures, which, while they are the best we have, are entirely inadequate and ill suited to the needs of the growing herd. It is not boasting to say that the United States have here as fine a stock for dairy purposes as can be found within the limits of the District of Columbia. These are not herd-book animals, purchased at extravagant prices, but are, for the most part, high grades of Alderney cattle, which have been raised on the hospital farm. Milk, as an easily assimilated form of nourishment for persons enfeebled by age and mental disease, has no substitute. With proper farm buildings, a daily supply of two hundred gallons of milk can be obtained from this dairy farm. Is there any good reason why the United States should not provide for its wards as any thrifty farmer would do for himself? Why carry on the farm at such obvious disadvantage? A suitable barn, with brick basement, can be built for $5,000.

An appropriation of $3,000 is asked for a cold grapery, forcing and green house. It is a well-established fact in the treatment of the insane that pleasant surroundings do much, by diverting the thoughts to external objects, to restore the mind. In this direction, a moderate expenditure for a building for the preservation and propagation of bedding-plants to adorn the hospital grounds in summer, and now and then brighten the winter in our wards with a rose or a bunch of grapes, will be found in the interest of economy and in accord with the most advanced ideas in the care of the insane.

Two small cottages for employés are needed on the out-farm, at points where we are exposed to depredations, unless a watch is kept during the season of growing crops. Also, one in the neighborhood of the cemetery, for the person in charge. Inexpensive structures, tasteful in appearance, and affording comfortable quarters enough, can be built for the amount of the estimate.

The sum of $5,000 is asked to increase the protection against fire in renewing corridor-floors in the main hospital edifice. In the additions now being erected, iron beams, with brick arches, have been substituted for flooring joists in the hall-ways, thus rendering the passages practically fire-proof. Several of the floors in the old building now need renewing, and in doing this it is desirable to substitute the fire-proof arch for the ordinary flooring support in the wards, thus affording a safe way of escape in case of fire. The sum asked will be sufficent to make this change so far as the floors are in a condition to require renewal at this time. Others can be renewed as they may need.

I am, sir, very respectfully, your obedient servant,

W. W. GODDING, *Superintendent.*

HON. SECRETARY OF THE INTERIOR.

APPENDIX C*c*.

In explanation of the estimates for Howard University. (*See pages* 140 and 201.)

HOWARD UNIVERSITY,
Washington, D. C., September 6, 1883.

DEAR SIR: With this letter I forward the estimates for Howard University, to be laid before Congress at its coming session.

The estimate for salaries is $1,500 more than the previous year, to provide for an additional instructor, (in logic, rhetoric, history, and English literature,) whose services were greatly needed in several departments.

For general repairs, $5,000 are asked as a special appropriation, not only because of the extensive annual repairs always needed in so many large structures, but because of outside painting, which they now require, of tin roofs, which, after years of wear, begin to give out, and of other similar necessities in portions of the buildings not repaired since construction.

An appropriation of $3,500 is requested, to allow of increase of library and of philosophical and chemical apparatus, (for which, from poverty, nothing has been done for years, and which are far behind our educational wants,) as also to improve the accommodations for the library and the mineral cabinet.

You are aware of the necessity which required the University to apply, at the last session of Congress, for a deficiency of $4,000, to pay bills incurred in completing repairs on heating apparatus, ventilation, and drainage, so as to use the buildings, the expense of the same having proved far greater than was expected or than could have been estimated before the work was done. This deficiency, approved by yourself, was granted without opposition by the Senate, but was not agreed to by the House, simply on economic grounds, the merits of the claim being fully admitted. Consequently, a renewed application is now made for that amount, the University having been compelled to borrow the money on interest to pay the bills.

Respectfully, yours,

WM. W. PATTON,
President of Howard University.

Hon. SECRETARY OF THE INTERIOR.

APPENDIX D*d*.

Schedule of payments made by the Treasury Department to the messengers of the several States for conveying the votes of electors for President and Vice-President of the United States, in accordance with the provisions of the act of June 16, 1880. (21 Stats., 266.)

To whom paid.	State.	Amount.	To whom paid.	State.	Amount.
Eugene Higgins	Maryland	$10 50	Jas. M. Shakelford	Indiana	$168 50
J. N. Smithee	Arkansas	268 00	John H. Dennis	Nevada	730 25
J. Bell Bigger	Virginia	28 75	Jas. M. Wright	Rhode Island	104 75
Thos. F. Fitzgerald	New Jersey	42 50	Robert W. P. Muse	Kansas	314 50
Frederick H. Gribbs	Wisconsin	226 00	Leonard A. Dickinson	Connecticut	85 25
Ira H. Foss	Maine	159 00	T. K. Oglesby	Georgia	181 25
Wm. A. Grimshaw	Illinois	217 75	Wm. P. Bentley	Missouri	257 75
Herbert E. Hill	Massachusetts	116 00	C. B. Watson	Oregon	963 75
Alex. Moseley	Florida	238 50	David H. Beattie	Vermont	133 00
Jos. A. Thatcher	Minnesota	297 00	Chas. B. Peck	Michigan	168 50
Wm. L. Wilson	West Virginia	88 50	Wm. E. Stoney	South Carolina	126 75
L. J. Graham	Texas	426 50	James Harlan	Iowa	282 25
L. A. Dobbs	Alabama	215 50	Chas. B. Mitchell	Mississippi	254 00
Henry H. Huse	New Hampshire	126 25	James W. Bryan	Kentucky	173 50
John H. Bewley	Delaware	39 25	Bobert C. Wood	Louisiana	297 00
F. H. Busbee	North Carolina	75 00	Alex. C. Hunt	Colorado	457 25
John L. Lawson	Pennsylvania	30 75			
John R. Jones	Tennessee	194 75			
John M. Thurston	Nebraska	333 25			
Stephen Cooper	California	760 00			
J. Q. A. Campbell	Ohio	121 75			
			Total amount paid		8,713 75
			Amount due messenger from New York, but not called for		93 25
					8,807 00

APPENDIX E*e*.

In relation to the estimates for "Coast and Geodetic Survey." (*See pages* 175 to 177.)

UNITED STATES COAST AND GEODETIC SURVEY OFFICE,
Washington, November 13, 1883.

SIR: In submitting the estimates for the Coast and Geodetic Survey for the fiscal year 1884–'85, I beg leave to bring to your attention the points in which they differ from the appropriations for the current fiscal year, and to ask your approval of the same.

The aggregate amount asked is $670,500, while the aggregate appropriation for the current year is $655,290. There is no great disparity in these amounts, but it must be noted that this year's appropriation contains an amount of $100,000 for the building of a new steamship for the coast of Alaska.

The chief increase in the estimates is for the item of "Party expenses," which comprise the pay of those temporarily employed as recorders, signal-men, hands, cooks, drivers or boatmen, as the case may be, the subsistence and transportation of the parties, and all requisite materials, tents, boats, and all other necessary expenses incident to the work.

The object of proposing this increase is to obtain a proper economic proportion between the expense of putting the surveying parties in the field and the length of time that they can be kept at work. This should be as long as permitted by the season favorable for field-work in the several localities. In order to meet this condition, it is necessary that the amount available for "Party expenses" should be at least half as large again as it has been of late years, and I am constrained by a consideration of reasonable economy to submit estimates for an increased amount.

As compared with the vast extent of our coast, the localities at which the work is going on are few and far between, and the only other mode of doing the work with due economy, with the present means, would be to discontinue the survey for the present at many points where it is now in progress.

The next item in the appropriation, that for "Transcontinental geodetic work," is slightly increased for the same considerations.

The item for "Aid to State surveys" is increased by $4,000, owing to the growing demand for this means of verifying the surveys of the different States.

In the item of "Pay in field" the small increase in the estimate is rendered necessary by the reasonable expectation of advancement in the lower grades. The probable diminution of expenditure from natural causes in the higher grades may make the additional expenditure unnecessary.

The aggregate of the "Pay in office" remains unchanged, although variations may occur in details.

The "rent" charges equally remains unchanged.

The amount for "office expenses" is increased by about $6,400, owing to the constantly growing demand for the results of the work.

The item of "Repairs of vessels" is increased by $3,000 to bring it up to the ordinary amount, (reduced 10 per cent. last year,) and by $12,000 for putting new boilers in the steamer "Hassler," which has now been in service twelve years.

I trust that the foregoing explanations will warrant your approval of the estimates submitted.

Very respectfully,

J. E. HILGARD, *Superintendent.*

Hon. SECRETARY OF THE TREASURY.

APPENDIX F*f*.

In relation to the estimate for "Expenses of National Currency." (*See page* 177.)

TREASURY DEPARTMENT,
Office of Comptroller of the Currency, Washington, November 10, 1883.

SIR: I have the honor to state that during the fiscal year ending June 30, 1885, the corporate existence of 892 national banks will expire. These banks have a capital of $274,217,845, and a circulation of $170,791.155. New notes must be provided for all these banks, as required by section 6 of the act "to enable national-banking associations to extend their corporate existence, and for other purposes," approved July 12, 1882. A larger amount will therefore be required for the fiscal year ending June 30, 1885, than for previous years, to pay for the paper and printing of such notes, and it is estimated that $175,000 will be needed for the fiscal year ending June 30, 1885.

Very respectfully,

JNO. JAY KNOX, *Comptroller.*

Hon. SECRETARY OF THE TREASURY.

APPENDIX G*g*.

Estimate of expenditures, under the appropriation for "Pay of assistant custodians and janitors, for the fiscal year 1885. (*Estimate on page* 178.)

A.—SALARIES.

Designation.	No.	Compensation.	Aggregate.	Total.
Albany, N. Y.—				
Custom-house and post office:				
Engineer	1	$75 per month	$900 00	
Janitor	1	75 per month	900 00	
Fireman	1	60 per month	720 00	
Watchman	1	60 per month	720 00	
Laborers	2	60 per month	1,440 00	
				$4,680 00
Alexandria, Va.—				
Custom-house:				
Janitor	1	500 per annum	500 00	
Fireman	1	30 per month	360 00	
				860 00
Astoria, Oreg.—				
Custom-house:				
Cleaner	1	720 per annum		720 00
Atlanta, Ga.—				
Court-house and post office:				
Janitor	1	50 per month	600 00	
Engineer, (7 months)	1	900 per annum	525 00	
Watchman	1	50 per month	600 00	
Laborers	2	30 per month	720 00	
				2,445 00
Austin, Tex.—				
Court-house and post office:				
Janitor	1	600 per annum	600 00	
Laborer	1	30 per month	360 00	
				960 00
Baltimore, Md.—				
Custom-house and post office:				
Assistant custodian	1	1,400 per annum	1,400 00	
Janitor	1	720 per annum	720 00	
Engineer	1	1,200 per annum	1,200 00	
Assistant engineers	2	900 per annum	1,800 00	
Laborers	4	2 per day	2,880 00	
				8,000 00
Court-house:				
Fireman	1	600 per annum	600 00	
Watchman	1	600 per annum	600 00	
Laborer	1	360 per annum	360 00	
				1,560 00

Estimate of expenditures, under the appropriation for "Pay of assistant custodians and janitors," for the fiscal year 1885—Continued.

A.—SALARIES—Continued.

Designation.	No.	Compensation.	Aggregate.	Total.
Bangor, Me.—				
Custom-house:				
Janitor	1	$600 per annum	$600 00	
Engineer and fireman, (6 months)	1	1.50 per day	270 00	
				$870 00
Barnstable, Mass.—				
Court-house:				
Janitor	1	350 per annum		350 00
Bath, Me.—				
Custom-house:				
Janitor	1	500 per annum		500 00
Belfast, Me.—				
Custom-house:				
Janitor	1	400 per annum		400 00
Boston, Mass.—				
Custom-house:				
Janitor	1	1,200 per annum	1,200 00	
Assistant janitor	1	720 per annum	720 00	
Engineer	1	1,100 per annum	1,100 00	
Assistant engineer	1	70 per month	840 00	
Cleaner	1	30 per month	360 00	
				4,220 00
Court-house:				
Janitor	1	700 per annum	700 00	
Laborer	1	2 per day	730 00	
				1,430 00
Post office and sub-treasury:				
Assistant custodian	1	1,600 per annum	1,600 00	
Janitor	1	1,000 per annum	1,000 00	
Watchman	6	2 per day	4,380 00	
Engineer	1	5 per day	1,825 00	
Assistant engineers	2	3 per day	2,190 00	
Firemen	6	2 per day	4,380 00	
Elevator conductors	2	2 per day	1,460 00	
Laborers	5	2 per day	3,650 00	
Scrub-women	6	1 per day	2,160 00	
				22,645 00
Bristol, R. I.—				
Custom-house:				
Janitor	1	240 per annum		240 00
Buffalo, N. Y.—				
Custom-house:				
Janitor	1	600 per annum	600 00	
Fireman	1	50 per month	600 00	
Laborer	1	1.75 per day	640 00	
				1,840 00
Burlington, Vt.—				
Custom-house:				
Janitor	1	600 per annum		600 00
Cairo, Ill.—				
Custom-house:				
Janitor	1	500 per annum	500 00	
Fireman	1	2 per day	730 00	
				1,230 00
Castine, Me.—				
Custom-house:				
Janitor	1	360 per annum		360 00
Charleston, S. C.—				
Custom-house:				
Janitor	1	720 per annum	720 00	
Assistant janitors	3	30 per month	1,080 00	
				1,800 00
Post office:				
Night-watchman	1	45 per month	540 00	
Janitor	1	480 per annum	480 00	
Assistant janitor	1	30 per month	360 00	
				1,380 00
Court-house:				
Watchman	1	40 per month		480 00
Charleston, W. Va.—				
Court-house and post office:				
Janitor	1	60 per month	720 00	
Laborer and fireman	1	40 per month	480 00	
				1,200 00

Estimate of expenditures, under the appropriation for "Pay of assistant custodians and janitors," for the fiscal year 1885—Continued.

A.—SALARIES—Continued.

Designation.	No.	Compensation.	Aggregate.	Total.
Charlotte, N. C.—				
Assay office:				
Janitor	1	$30 per month		$360 00
Chicago, Ill.—				
Custom-house:				
Assistant custodian	1	1,800 per annum	$1,800 00	
Janitor	1	1,200 per annum	1,200 00	
Assistant janitor	1	660 per annum	660 00	
Assistant janitors	4	50 per month	2,400 00	
Chief engineer	1	5 per day	1,825 00	
Assistant engineers	2	3 per day	2,190 00	
Pump-men	2	2.50 per day	1,800 00	
Elevator-conductors	5	2 per day	3,600 00	
Firemen	11	2 per day	7,920 00	
Firemen, (7½ months)	5	2 per day	2,250 00	
Watchmen	5	60 per month	3,600 00	
Special watchman and gas-inspector	1	65 per month	780 00	
Cleaners	8	1.50 per day	4,320 00	
Char-women	15	75 cents per day	4,050 00	
				38,395 00
Cincinnati, Ohio—				
Custom-house:				
Janitor	1	500 per annum	500 00	
Assistant janitor	1	40 per month	480 00	
Night-watchman	1	50 per month	600 00	
Firemen, (7½ months)	2	50 per month	800 00	
				2,380 00
Cleveland, Ohio—				
Custom-house:				
Janitor	1	720 per annum	720 00	
Engineer and fireman	1	75 per month	900 00	
				1,620 00
Columbia, S. C.—				
Court-house and post office:				
Janitor	1	500 per annum	500 00	
Night-watchman	1	540 per annum	540 00	
Engineer and fireman, (7 months)	1	50 per month	350 00	
				1,390 00
Covington, Ky.—				
Court-house and post office:				
Janitor	1	60 per month	720 00	
Engineer	1	60 per month	720 00	
Scrubbers	2	30 per month	720 00	
				2,160 00
Danville, Va.—				
Court-house and post office:				
Janitor	1	60 per month	720 00	
Laborer and fireman	1	40 per month	480 00	
				1,200 00
Des Moines, Iowa—				
Court-house and post office:				
Janitor	1	700 per annum	700 00	
Fireman	1	2 per day	730 00	
				1,430 00
Detroit, Mich.—				
Custom-house:				
Janitor	1	600 per annum	600 00	
Do	1	500 per annum	500 00	
Engineer, (7½ months)	1	2.50 per day	562 50	
Assistant engineer	1	2 per day	730 00	
				2,392 50
Dover, Del.—				
Post office, &c.:				
Engineer	1	1.50 per day		540 00
Dubuque, Iowa—				
Custom-house:				
Janitor	1	600 per annum	600 00	
Cleaner	1	25 per month	300 00	
				900 00
Eastport, Me.—				
Custom-house:				
Janitor	1	360 per annum		360 00
Ellsworth, Me.—				
Custom-house:				
Janitor	1	360 per annum		360 00
Erie, Pa.—				
Custom-house:				
Janitor	1	50 per month		600 00

Estimate of expenditures, under the appropriation for "Pay of assistant custodians and janitors," for the fiscal year 1885—Continued.

A.—SALARIES—Continued.

Designation.	No.	Compensation.	Aggregate.	Total.
Evansville, Ind.—				
Custom-house:				
Janitor	1	$50 per month	$600 00	
Assistant janitor, (4½ months)	1	50 per month	225 00	
Watchman	1	50 per month	600 00	
Engineer, (7½ months)	1	60 per month	540 00	
Laborer, (7½ months)	1	30 per month	225 00	
				$2,100 00
Fall River, Mass.—				
Custom-house:				
Engineer and janitor	1	900 per annum	900 00	
Watchman	1	1.50 per day	540 00	
Fireman, (7 months)	1	1.50 per day	315 00	
				1,755 00
Galena, Ill.—				
Custom-house:				
Janitor	1	360 per annum		360 00
Galveston, Tex.—				
Custom-house:				
Janitor	1	600 per annum	600 00	
Night-watchman	1	1.75 per day	640 00	
				1,240 00
Georgetown, D. C.—				
Custom-house:				
Janitor	1	35 per month		420 00
Gloucester, Mass.—				
Custom-house:				
Janitor	1	500 per annum		500 00
Grand Rapids, Mich.—				
Court-house and post office:				
Janitor and engineer	1	730 per annum	730 00	
Janitor	1	600 per annum	600 00	
				1,330 00
Hartford, Conn.—				
Court-house and post office:				
Engineer	1	1,000 per annum	1,000 00	
Janitor	1	720 per annum	720 00	
Watchman	1	55 per month	660 00	
Elevator-conductor	1	1.50 per day	540 00	
				2,920 00
Harrisburg, Pa.—				
Court-house and post office:				
Assistant custodian	1	900 per annum	900 00	
Janitor	1	720 per annum	720 00	
Fireman and night-watchman	1	2 per day	730 00	
Laborer	1	1.75 per day	640 00	
Watchman, (8 months)	1	50 per month	400 00	
				3,390 00
Indianapolis, Ind.—				
Court-house and post office:				
Janitor	1	900 per annum	900 00	
Engineer	1	900 per annum	900 00	
Watchman	1	720 per annum	720 00	
Laborers	3	600 per annum	1,800 00	
Elevator-conductor	1	25 per month	300 00	
				4,620 00
Jersey City, N. J.—				
Court-house and post office:				
Janitor	1	2 per day	730 00	
Watchmen	2	600 per annum	1,200 00	
Cleaner	1	300 per annum	300 00	
				2,230 00
Key West, Fla.—				
Custom-house:				
Janitor	1	500 per annum		500 00
Knoxville, Tenn.—				
Custom-house:				
Janitor	1	600 per annum	600 00	
Engineer and fireman	1	75 per month	900 00	
				1,500 00
Lincoln, Nebr.—				
Court-house and post office:				
Janitor	1	600 per annum	600 00	
Asssistant janitor	1	400 per annum	400 00	
Engineer	1	1,000 per annum	1,000 00	
Fireman	1	500 per annum	500 00	
Watchman	1	50 per month	600 00	
				3,100 00

Estimate of expenditures, under the appropriation for "Pay of assistant custodians and janitors," for the fiscal year 1885—Continued.

A.—SALARIES—Continued.

Designation.	No.	Compensation.	Aggregate.	Total.
Little Rock, Ark.—				
Court-house and post office:				
Janitor	1	$500 per annum	$500 00	
Engineer	1	900 per annum	900 00	
Watchman	1	400 per annum	400 00	
				$1,800 00
Louisville, Ky.—				
Custom-house:				
Janitors	2	550 per annum	1,100 00	
Engineer and watchman	1	75 per month	900 00	
Assistant engineer, (6 months)	1	50 per month	300 00	
Elevator-conductor	1	30 per month	360 00	
				2,660 00
Machias, Me.—				
Custom-house:				
Janitor	1	350 per annum		350 00
Madison, Wis.—				
Court-house and post office:				
Janitor	1	600 per annum	600 00	
Fireman, (6 months)	1	50 per month	300 00	
				900 00
Middletown, Conn.—				
Custom-house:				
Janitor	1	500 per annum		500 00
Milwaukee, Wis.—				
Custom-house:				
Janitor	1	600 per annum	600 00	
Engineer, (7 months)	1	2 per day	420 00	
Fireman, (7 months)	1	2 per day	420 00	
Elevator-conductor	1	600 per annum	600 00	
				2,040 00
Mobile, Ala.—				
Custom-house:				
Janitors	2	500 per annum	1,000 00	
Night-watchman	1	2 per day	730 00	
Laborer	1	30 per month	360 00	
				2,090 00
Nashville, Tenn.—				
Court-house and post office:				
Engineer	1	2.50 per day	900 00	
Elevator-conductor	1	2 per day	720 00	
Janitor	1	600 per annum	600 00	
Laborer	1	35 per month	420 00	
				2,640 00
New Bedford, Mass.—				
Custom-house:				
Janitor	1	600 per annum		600 00
New Haven, Conn.—				
Custom-house:				
Janitor	1	500 per annum	500 00	
Fireman, (8 months)	1	2 per day	480 00	
				980 00
New London, Conn.—				
Custom-house:				
Janitor	1	600 per annum		600 00
New Orleans, La.—				
Custom-house:				
Janitor	1	900 per annum	900 00	
Assistant janitors	15	35 per month	6,300 00	
Engineer	1	1,200 per annum	1,200 00	
Assistant engineer	1	1,000 per annum	1,000 00	
Firemen	3	480 per annum	1,440 00	
Fireman and elevator-tender	1	600 per annum	600 00	
				11,440 00
New York City—				
United States sub-treasury:				
Cleaners	7	1.12½ per day	2,835 00	
United States custom-house:				
Superintendent	1	2,000 per annum	2,000 00	
United States barge office:				
Assistant custodian	1	1,500 per annum	1,500 00	
Engineer	1	1,200 per annum	1,200 00	
Firemen	2	60 per month	1,440 00	
Cleaners	3	60 per month	2,160 00	
Doorman	1	60 per month	720 00	
				7,020 00

Estimate of expenditures, under the appropriation for "Pay of assistant custodians and janitors," for the fiscal year 1885—Continued.

A.—SALARIES—Continued.

Designation.	No.	Compensation.	Aggregate.	Total.
New York City—*Continued.*				
Court-house and post office:				
Assistant custodian	1	$2,200 per annum	$2,200 00	
Do	1	1,200 per annum	1,200 00	
Chief engineer	1	5 per day	1,825 00	
Assistant engineers	2	3.50 per day	2,555 00	
Firemen, (7½ months)	8	2 per day	3,872 00	
Firemen	7	2 per day	5,110 00	
Foreman of cleaners	1	3 per day	1,095 00	
Cleaners	17	2 per day	12,240 00	
Do	3	1 per day	1,080 00	
Watchmen	12	2 per day	8,640 00	
Elevator-conductors	5	2 per day	3,600 00	
Messenger	1	2 per day	720 00	
Clerk	1	2.50 per day	900 00	
Gas-inspector	1	720 per annum	720 00	
				$45,757 00
Newark, N. J.—				
Custom-house:				
Janitor	1	700 per annum		700 00
Newburyport, Mass—				
Custom-house:				
Janitor	1	540 per annum		540 00
Newport, R. I.—				
Custom-house:				
Janitor	1	600 per annum		600 00
Norfolk, Va.—				
Custom-house:				
Janitor	1	720 per annum	720 00	
Laborer	1	40 per month	480 00	
				1,200 00
Ogdensburg, N. Y.—				
Custom-house:				
Janitor	1	500 per annum		500 00
Omaha, Nebr.—				
Custom-house and post office:				
Janitors	2	40 per month	960 00	
Fireman	1	1,000 per annum	1,000 00	
Watchman	1	50 per month	600 00	
				2,560 00
Oswego, N. Y.—				
Custom-house:				
Janitor	1	450 per annum		450 00
Paducah, Ky.—				
Court-house and post office:				
Fireman and laborer	1	60 per month	720 00	
Janitor	1	50 per month	600 00	
				1,320 00
Parkersburg, W. Va.—				
Court-house and post office:				
Engineer and janitor	1	800 per annum	800 00	
Watchman	1	300 per annum	300 00	
				1,100 00
Pensacola, Fla.—				
Custom-house:				
Janitor	1	500 per annum		500 00
Petersburg, Va.—				
Custom-house:				
Janitor	1	600 per annum		600 00
Philadelphia, Pa.—				
Custom-house:				
Janitor	1	900 per annum	900 00	
Janitors	2	720 per annum	1,440 00	
Fireman	1	720 per annum	720 00	
				3,060 00
Appraiser's stores:				
Engineer	1	1,200 per annum	1,200 00	
Fireman	1	900 per annum	900 00	
Janitor	1	840 per annum	840 00	
Cleaner	1	30 per month	360 00	
				3,300 00
Court-house and post office, (old building:)				
Janitor	1	720 per annum	720 00	
Watchman	1	720 per annum	720 00	
				1,440 00

Estimate of expenditures, under the appropriation for "Pay of assistant custodians and janitors," for the fiscal year 1885—Continued.

A.—SALARIES—Continued.

Designation.	No.	Compensation.	Aggregate.	Total.
Philadelphia, Pa.—*Continued.*				
Court-house and post office, (new building:)				
Assistant custodian	1	$1,500 per annum	$1,500 00	
Superintendent electric lights	1	1,000 per annum	1,000 00	
Electric-light tenders	3	2.25 per day	2,465 00	
Janitors	4	700 per annum	2,800 00	
Laborers	5	1.75 per day	3,200 00	
Do	10	1.50 per day	5,500 00	
Engineer	1	5 per day	1,825 00	
Assistant engineers	2	3 per day	2,190 00	
Pump-men	2	2 per day	1,460 00	
Firemen	6	2 per day	4,380 00	
Firemen, (7½ months)	6	2 per day	2,700 00	
Elevator-conductors	3	2 per day	2,190 00	
Watchmen	6	2 per day	4,380 00	
				$35,590 00
Pittsburgh, Pa.—				
Custom-house:				
Janitors	2	600 per annum	1,200 00	
Engineer, (7 months)	1	2 per day	420 00	
Assistant engineer, (7 months)	1	1.50 per day	315 00	
Watchman	1	2 per day	730 00	
				2,665 00
Plattsburg, N. Y.—				
Custom-house:				
Janitor	1	480 per annum		480 00
Portland, Me.—				
Custom-house:				
Janitor	1	700 per annum	700 00	
Engineer and fireman	1	3 per day	1,095 00	
				1,795 00
Court-house and post office:				
Fireman	1	3 per day	1,095 00	
Laborer	1	2 per day	730 00	
Janitor	1	700 per annum	700 00	
				2,525 00
Portland, Oreg.—				
Custom-house:				
Janitor	1	900 per annum	900 00	
Assistant janitor	1	45 per month	540 00	
Watchman	1	100 per month	1,200 00	
Engineer and fireman, (7½ months)	1	100 per month	750 00	
				3,390 00
Portsmouth, N. H.—				
Custom-house:				
Janitor	1	540 per annum	540 00	
Fireman	1	450 per annum	450 00	
				990 00
Port Huron, Mich.—				
Custom-house:				
Engineer	1	720 per annum	720 00	
Assistant engineer and fireman	1	720 per annum	720 00	
Laborer	1	1.50 per day	540 00	
				1,980 00
Providence, R. I.—				
Custom-house:				
Janitor	1	900 per annum		900 00
Raleigh, N. C.—				
Court-house and post office:				
Janitor	1	900 per annum	900 00	
Do	1	30 per month	360 00	
Engineer and fireman	1	600 per annum	600 00	
Watchman	1	50 per month	600 00	
				2,460 00
Richmond, Va.—				
Custom-house:				
Janitor	1	700 per annum	700 00	
Engineer	1	1,000 per annum	1,000 00	
Fireman, (5 months)	1	2 per day	300 00	
				2,000 00
Rockland, Me.—				
Custom-house and post office:				
Janitor	1	50 per month		600 00
Rutland, Vt.—				
Court-house, &c.:				
Janitor	1	45 per month		540 00
Salem, Mass.—				
Custom-house:				
Janitor	1	540 per annum		540 00

Estimate of expenditures, under the appropriation for "Pay of assistant custodians and janitors, for the fiscal year 1885—Continued.

A.—SALARIES—Continued.

Designation.	No.	Compensation.	Aggregate.	Total.
Sandusky, Ohio—				
Custom-house:				
Janitor	1	$600 per annum		$600 00
Savannah, Ga.—				
Custom-house:				
Janitor	1	700 per annum	$700 00	
Fireman and laborer, (8 months)	1	30 per month	240 00	
				940 00
San Francisco, Cal.—				
Custom-house and old appraiser's building:				
Janitor	1	1,000 per annum	1,000 00	
Cleaners	2	900 per annum	1,800 00	
Laborer in charge of grounds	1	900 per annum	900 00	
				3,700 00
Appraiser's stores:				
Janitor	1	1,000 per annum	1,000 00	
Laborers	2	900 per annum	1,800 00	
Engineer	1	5 per day	1,825 00	
Assistant engineers	2	3 per day	2,190 00	
Watchmen	2	900 per annum	1,800 00	
Cleaners	7	2.50 per day	6,300 00	
Elevator-conductor	1	2.50 per day	900 00	
				15,815 00
United States sub-treasury:				
Janitor	1	900 per annum	900 00	
Do	1	720 per annum	720 00	
Cleaners	2	35 per month	840 00	
				2,460 00
St. Louis, Mo.—				
Custom-house, old building:				
Janitors	2	600 per annum	1,200 00	
Firemen, (5 months)	2	40 per month	400 00	
				1,600 00
Custom-house and post office, new building:				
Assistant custodian	1	1,800 per annum	1,800 00	
Janitor	1	1,200 per annum	1,200 00	
First assistant janitor	1	660 per annum	660 00	
Assistant janitors	4	50 per month	2,400 00	
Watchmen	6	60 per month	4,320 00	
Elevator-conductors	3	2 per day	2,190 00	
Chief engineer	1	5 per day	1,825 00	
Assistant engineers	2	3 per day	2,190 00	
Firemen	8	2 per day	5,840 00	
Firemen, (7½ months)	6	2 per day	2,700 00	
Cleaners	12	1.50 per day	6,480 00	
Char-women	15	75 cents per day	4,050 00	
				35,655 00
St. Paul, Minn.—				
Custom-house:				
Janitor	1	900 per annum	900 00	
Do	1	600 per annum	600 00	
Engineer, (8 months)	1	75 per month	600 00	
Fireman, (8 months)	1	600 per annum	400 00	
				2,500 00
Springfield, Ill.—				
Court-house and post office:				
Janitor	1	600 per annum	600 00	
Fireman	1	600 per annum	600 00	
Watchman	1	50 per month	600 00	
Laborer	1	50 per month	600 00	
				2,400 00
Suspension Bridge, N. Y.—				
Custom-house:				
Janitor and engineer	1	720 per annum		720 00
Topeka, Kans.—				
Court-house and post office:				
Engineer	1	75 per month	900 00	
Fireman	1	2 per day	720 00	
Janitor	1	720 per annum	720 00	
Watchman	1	2 per day	720 00	
Fireman and laborer	1	2 per day	720 00	
				3,780 00
Toledo, Ohio—				
Custom-house:				
Janitor	1	300 per annum		300 00

Estimate of expenditures, under the appropriation for "Pay of assistant custodians and janitors," for the fiscal year 1885—Continued.

A.—SALARIES—Continued.

Designation.	No.	Compensation.	Aggregate.	Total.
Trenton, N. J.—				
Court-house and post office:				
Janitor	1	$900 per annum	$900 00	
Fireman	1	600 per annum	600 00	
Watchman	1	2 per day	720 00	
Laborer	1	1.50 per day	540 00	
				$2,760 00
Utica, N. Y.—				
Court-house and post office:				
Assistant custodian	1	75 per month	900 00	
Watchman	1	50 per month	600 00	
Fireman, (8 months)	1	2 per day	480 00	
Janitor	1	2 per day	720 00	
Laborer	1	50 per month	600 00	
				3,300 00
Waldoboro', Me.—				
Custom-house:				
Janitor	1	240 per annum		240 00
Wheeling, W. Va.—				
Custom-house:				
Janitor and fireman	1	720 per annum		720 00
Wilmington, Del.—				
Custom-house:				
Janitor	1	500 per annum		500 00
Wilmington, N. C.—				
Custom-house:				
Janitor	1	600 per annum		600 00
Windsor, Vt.—				
Court-house and post office:				
Janitor	1	360 per annum		360 00
Wiscasset, Me.—				
Custom-house:				
Janitor	1	360 per annum		360 00
Total salaries				376,669 50

B.—INCIDENTAL EXPENSES.

Place.	Sprinkling streets.	Cleaning building.	Removing ashes, &c.	Removing snow.	Washing towels.	Cleaning cisterns, &c.	Miscellaneous.	Total.
Albany, N. Y.								
Alexandria, Va.								
Atlanta, Ga.								
Astoria, Oreg.								
Austin, Tex	$30 00		$5 00					$35 00
Baltimore, Md.—								
Custom-house and post office			75 00		$125 00	$150 00		350 00
Court-house								
Bangor, Me		$10 00	7 00	$10 00	3 00			30 00
Barnstable, Mass								
Bath, Me	25 00		10 00	10 00				45 00
Belfast, Me								
Boston, Mass.—								
Custom-house	150 00		65 00					215 00
Court-house	20 00		20 00					40 00
Post office and sub-treasury	240 00		550 00	50 00	75 00	50 00		965 00
Bristol, R. I	27 00							27 00
Buffalo, N. Y	54 00				24 00			78 00
Burlington, Vt		87 50				39 00		126 50
Cairo, Ill								
Castine, Me								
Charleston, S. C.—								
Custom-house	100 00				24 00			124 00
Court-house	100 00				24 00			124 00
Post office			10 00		26 00			36 00
Charleston, W. Va.								
Charlotte, N. C.								
Chicago, Ill	350 00		550 00		450 00			1,350 00

Estimate of expenditures, under the appropriation for "Pay of assistant custodians and janitors," for the fiscal year 1885—Continued.

B.—INCIDENTAL EXPENSES—Continued.

Place.	Sprinkling streets.	Cleaning building.	Removing ashes, &c.	Removing snow.	Washing towels.	Cleaning cisterns, &c.	Miscellaneous.	Total.
Cincinnati, Ohio	$120 00	$60 00	.....	.....	$36 00	.....	.....	$216 00
Cleveland, Ohio	56 00	25 00	$60 00	$20 00	25 00	.....	.....	186 00
Columbia, S. C	.....	.....	.....	.....	.....	.....	.....	.....
Covington, Ky	.....	.....	30 00	.....	50 00	.....	.....	80 00
Danville, Va	6 00	.....	5 00	.....	3 00	.....	.....	14 00
Des Moines, Iowa	.....	.....	.....	.....	.....	.....	.....	.....
Detroit, Mich	75 00	100 00	75 00	.....	16 00	.....	.....	266 00
Dover, Del	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque, Iowa	.....	.....	20 00	.....	10 40	.....	.....	30 40
Eastport, Me	.....	30 00	.....	.....	5 00	.....	.....	35 00
Ellsworth, Me	.....	.....	.....	.....	.....	.....	.....	.....
Erie, Pa	.....	.....	10 00	.....	.....	.....	.....	10 00
Evansville, Ind	.....	.....	.....	.....	40 00	.....	.....	40 00
Fall River, Mass	.....	.....	.....	.....	.....	.....	$100 00	100 00
Galena, Ill	.....	.....	.....	.....	.....	.....	.....	.....
Galveston, Tex	.....	.....	.....	.....	.....	.....	.....	.....
Georgetown, D. C	.....	.....	.....	.....	.....	.....	.....	.....
Gloucester, Mass	10 00	5 00	5 00	10 00	5 00	.....	.....	35 00
Grand Rapids, Mich	20 00	.....	60 00	.....	.....	.....	.....	80 00
Hartford, Conn	.....	.....	.....	.....	.....	.....	.....	.....
Harrisburg, Pa	50 00	100 00	50 00	50 00	30 00	.....	.....	280 00
Indianapolis, Ind	.....	.....	.....	.....	.....	.....	.....	.....
Jersey City, N. J	.....	.....	.....	.....	.....	.....	50 00	50 00
Key West, Fla	.....	.....	.....	.....	.....	.....	.....	.....
Knoxville, Tenn	.....	.....	.....	.....	.....	.....	.....	.....
Lincoln, Nebr	.....	.....	.....	.....	.....	.....	.....	.....
Little Rock, Ark	.....	.....	30 00	.....	48 00	.....	.....	78 00
Louisville, Ky	.....	.....	.....	.....	.....	.....	.....	.....
Machias, Me	.....	.....	.....	.....	.....	.....	.....	.....
Madison, Wis	60 00	.....	15 00	.....	.....	.....	.....	75 00
Middletown, Conn	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee, Wis	50 00	.....	50 00	.....	10 00	.....	.....	110 00
Mobile, Ala	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Tenn	100 00	.....	.....	.....	12 00	.....	.....	112 00
New Bedford, Mass	20 00	20 00	.....	5 00	5 00	.....	.....	50 00
New Haven, Conn	.....	.....	.....	.....	.....	.....	.....	.....
New London, Conn	12 00	.....	.....	.....	.....	.....	.....	12 00
New Orleans, La	180 00	.....	150 00	.....	390 00	$100 00	.....	820 00
New York, N. Y.—								
Court-house and post office	400 00	.....	1,015 00	.....	.....	.....	.....	1,415 00
Custom-house	244 00	.....	225 00	.....	600 00	.....	.....	1,069 00
Sub-treasury	120 00	.....	156 25	65 00	260 00	.....	.....	601 25
Barge office	.....	.....	.....	.....	.....	.....	.....	.....
Newburyport, Mass	.....	6 00	.....	.....	.....	6 00	.....	12 00
Newport, R. I	.....	.....	.....	.....	.....	.....	.....	.....
Newark, N. J	64 00	46 00	.....	40 00	.....	.....	.....	150 00
Norfolk, Va	.....	.....	.....	.....	.....	.....	.....	.....
Ogdensburg, N. Y	.....	35 00	7 00	10 00	.....	.....	.....	52 00
Omaha, Nebr	.....	.....	.....	.....	.....	.....	.....	.....
Oswego, N. Y	.....	25 00	10 00	8 00	.....	.....	.....	43 00
Paducah, Ky	.....	.....	.....	.....	.....	.....	.....	.....
Parkersburg, W. Va	.....	.....	.....	.....	.....	.....	.....	.....
Pensacola, Fla	.....	.....	.....	.....	.....	.....	.....	.....
Petersburg, Va	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia, Pa.—								
Custom-house	50 00	.....	50 00	60 00	95 00	.....	.....	255 00
Appraiser's stores	50 00	240 00	250 00	25 00	100 00	.....	.....	665 00
Court-house and post office	200 00	.....	1,000 00	.....	.....	.....	.....	1,200 00
Pittsburgh, Pa	.....	.....	.....	.....	.....	.....	.....	.....
Plattsburg, N. Y	8 00	10 00	2 00	.....	.....	.....	.....	20 00
Portland, Me.—								
Custom-house	50 00	.....	30 00	.....	22 00	.....	.....	102 00
Court-house and post office	50 00	.....	30 00	.....	.....	.....	.....	80 00
Portland, Oreg	24 00	.....	24 00	.....	.....	.....	.....	48 00
Portsmouth, N. H	20 00	.....	16 00	.....	20 00	.....	.....	56 00
Port Huron, Mich	.....	.....	.....	.....	.....	.....	.....	.....
Providence, R. I	40 50	100 00	42 00	25 00	10 00	.....	.....	217 50
Raleigh, N. C	.....	.....	.....	.....	.....	.....	10 00	10 00
Richmond, Va	.....	.....	.....	.....	.....	.....	.....	.....
Rockland, Me	15 00	.....	.....	25 00	.....	.....	.....	40 00
Rutland, Vt	.....	.....	.....	.....	.....	.....	.....	.....
Salem, Mass	.....	.....	.....	.....	.....	.....	.....	.....
Sandusky, Ohio	.....	.....	35 00	15 00	.....	.....	.....	50 00
Savannah, Ga	87 00	34 00	.....	.....	28 80	.....	.....	149 80
San Francisco, Cal.—								
Custom-house	160 00	.....	200 00	.....	200 00	.....	.....	560 00
Appraiser's stores	160 00	.....	260 00	.....	300 00	.....	.....	720 00
Sub-treasury	30 00	.....	36 00	.....	91 00	.....	.....	157 00
St. Louis, Mo	540 00	.....	500 00	.....	273 00	75 00	.....	1,388 00
St. Paul, Minn	.....	.....	.....	.....	.....	.....	.....	.....

Estimate of expenditures, under the appropriation for "Pay of assistant custodians and janitors," for the fiscal year 1885—Continued.

B.—Incidental Expenses—Continued.

Place.	Sprinkling streets.	Cleaning building.	Removing ashes, &c.	Removing snow.	Washing towels.	Cleaning cisterns, &c.	Miscellaneous.	Total.
Springfield, Ill	$25 00		$30 00	$20 00				$75 00
Suspension Bridge, N. Y		$30 00						30 00
Topeka, Kans								
Toledo, Ohio								
Trenton, N. J	30 00		20 00			$100 00		150 00
Utica, N. Y								
Waldoboro', Me								
Wheeling, W. Va		150 00	20 00	10 00	$12 00			192 00
Wilmington, Del								
Wilmington, N. C								
Windsor, Vt								
Wiscasset, Me		10 00	5 00					15 00
Miscellaneous expenses not enumerated here								1,252 55
Total incidental expenses								17,000 00

RECAPITULATION.

A.—Salaries	$376,669 50
B.—Incidental expenses	17,000 00
Grand total	393,669 50

APPENDIX H*h*.

Detailed statement of the estimate for "Fuel, light, and water for public buildings." (*See page* 179.)

Public buildings at—	Fuel.	Light.	Water.	Miscellaneous, including ice, and janitors' and engineers' supplies.
Albany, N. Y.: Custom-house, court-house, and post office	$2,300 00	$3,500 00	$300 00	$662 50
Alexandria, Va.: Custom-house	200 00	290 00	25 00	77 15
Atlanta, Ga.: Court-house and post office	1,000 00	1,800 00	100 00	356 45
Astoria, Oreg.: Custom-house	100 00			50 00
Austin, Tex.: Court-house and post office	930 00	756 25	600 00	346 70
Baltimore, Md.: Custom-house and post office	1,000 00	5,000 00	360 00	818 44
Appraiser's stores	401 00	50 00	92 70	116 00
Court-house	479 00	50 00	70 00	211 40
Bangor, Me.: Custom-house	303 75	600 00	52 00	83 95
Barnstable, Mass.: Custom-house	393 00			20 00
Bath, Me.: Custom-house	534 00	227 50		137 37
Belfast, Me.: Custom-house	206 40	216 50		34 82
Bristol, R. I.: Custom-house	112 50	100 00		34 23
Boston, Mass.: Custom-house	1,660 00	954 00	120 00	769 35
Court-house	965 50	180 00	80 00	166 25
Burlington, Vt.: Custom-house	276 00	330 00	56 00	42 60
Cairo, Ill.: Custom-house	410 00	500 00		78 60
Charleston, S. C.: Custom-house	436 00	625 00	200 00	223 50
Post office	210 00	715 00	100 00	227 20
Charleston, W. Va: Court-house and post office	700 00	700 00	200 00	150 00
Canandaigua, N. Y.: Post office	66 60	283 50		
Castine, Me.: Custom-house	120 00		1 50	19 43
Cleveland, Ohio: Custom-house (including extension)	2,500 00	3,500 00	160 00	400 00
Chicago, Ill.: Custom-house	22,000 00	22,000 00	1,600 00	1,150 00
Columbia, S. C.: Court-house and post office	370 00	600 00	100 00	80 00
Covington, Ky.: Court-house and post office	950 00	650 00	200 00	217 30
Danville, Va.: Court-house and post office	700 00	700 00	200 00	150 00
Des Moines, Iowa: Court-house and post office	1,250 00	3,000 00	225 00	146 25
Detroit, Mich.: Custom-house	1,200 00	5,000 00	100 00	166 90
Dover, Del.: Court-house and post office	244 50	189 00		26 65
Dubuque, Iowa: Custom-house	1,600 00	825 00	75 00	51 60
Evansville, Ind.: Custom-house	487 00	1,600 00	235 00	191 15
Eastport, Me.: Custom-house	252 50	140 00		14 50
Erie, Pa.: Custom-house	223 00	85 00	23 50	55 00
Ellsworth, Me.: Custom-house	200 00	75 00		10 00
Fall River, Mass.: Custom-house and post-office	1,015 00	800 00	135 00	217 09
Galena, Ill.: Custom-house	182 00	210 00		22 00
Galveston, Tex.: Custom-house	287 50	1,755 00		124 10
Grand Rapids, Mich.: Court-house and post office	1,200 00	800 00	150 00	266 45
Georgetown, D. C.: Custom-house	148 00	337 50		43 65
Gloucester, Mass.: Custom-house	260 00	75 00		42 00
Hartford, Conn.: Custom-house, court-house, and post office	1,200 00	2,600 00	120 00	460 00

Detailed statement of the estimate for "Fuel, light, and water for public buildings"—Continued.

Public buildings at—	Fuel.	Light.	Water.	Miscellaneous, including ice, and janitors' and engineers' supplies.
Harrisburg, Pa.: Court-house and post office	$900 00	$1,600 00	$150 00	$454 50
Indianapolis, Ind.: Court-house and post office	1,800 00	5,000 00	360 00	260 00
Jersey City, N. J.: Court-house and post office	218 00	1,012 50	60 00	247 85
Kennebunk, Me.: Custom-house	25 00	.....	.....	.....
Key West, Fla.: Custom-house	.....	.....	.....	142 90
Knoxville, Tenn.: Court-house and post office	371 00	800 00	197 00	120 25
Lincoln, Nebr.: Court-house and post office	1,750 00	1,280 00	.....	361 00
Little Rock, Ark.: Court-house and post office	1,037 50	2,137 50	32 50	316 25
Louisville, Ky.: Custom-house	860 10	2,000 00	2,000 00	372 36
Machias, Me.: Custom-house	175 60	....	.....	20 50
Madison, Wis.: Court-house and post office	1,145 00	600 00	75 00	179 20
Middletown, Conn.: Custom-house	163 50	250 00	25 00	56 83
Milwaukee, Wis.: Custom-house	900 00	2,300 00	150 00	110 00
Mobile, Ala.: Custom-house	644 00	975 00	.....	170 70
Nashville, Tenn.: Court-house and post office	1,740 00	2,100 00	200 00	244 55
Newark, N. J.: Custom-house	464 00	1,000 00	75 00	182 00
New Bedford, Mass.: Custom-house	220 00	308 00	13 50	76 75
Newburyport, Mass.: Custom-house	105 00	.....	30 00	50 55
New Haven, Conn.: Custom-house	500 00	1,600 00	58 00	160 00
New London, Conn.: Custom-house	60 00	20 00	22 00	55 28
New Orleans, La.: Custom-house	3,200 00	5,800 00	800 00	1,500 00
Newport, R. I.: Custom-house	268 50	308 00	46 00	27 45
New York, N. Y.: Court-house and post office	21,654 00	49,500 00 *15,000 00	2,500 00	4,225 36
Custom-house	2,780 00	5,625 00	825 00	1,963 00
Sub-treasury	813 00	1,395 00	120 00	379 60
Barge office	850 00	700 00	1,000 00	1,200 00
Norfolk, Va.: Custom-house	312 00	665 00	71 00	132 00
Omaha, Nebr.: Custom-house and post office	1,812 00	1,965 00	150 00	202 50
Ogdensburg, N. Y.: Custom-house	411 70	324 00	100 00	60 00
Oswego, N. Y.: Custom-house	463 70	180 00	86 00	55 30
Paducah, Ky.: Court-house and post office	700 00	700 00	200 00	150 00
Plattsburg, N. Y.: Custom-house	125 00	170 00	38 00	20 50
Parkersburg, W. Va.: Court-house and post office	701 00	600 00	.....	89 70
Petersburg, Va.: Custom-house	220 00	300 00	50 00	80 00
Philadelphia, Pa.: Court-house and post office	25,000 00	5,000 00 *15,000 00	.....	3,050 00
Custom-house and sub-treasury	750 00	1,550 00	70 00	660 00
Appraiser's stores	1,800 00	1,300 00	500 00	315 00
Pittsburgh, Pa.: Custom-house	600 00	5,200 00	480 00	180 00
Portland, Me.: Custom-house	639 00	40 00	100 00	105 81
Court-house and post office	696 70	958 50	75 00	124 33
Portland, Oreg.: Court-house and post office	1,017 50	2,437 50	300 00	96 50
Port Huron, Mich.: Custom-house	681 50	308 00	80 00	208 71
Portsmouth, N. H.: Custom-house	934 00	690 00	50 00	139 80
Providence, R. I.: Custom-house	795 00	3,350 00	55 00	117 81
Raleigh, N. C.: Court-house and post office	1,138 75	625 00	.....	459 25
Richmond, Va.: Custom-house	575 00	2,600 00	200 00	138 65
Rockland, Me.: Custom-house	615 00	590 00	125 00	55 50
Rutland, Vt.: Court-house and post office	150 00	440 00	12 00	40 00
San Francisco, Cal.: Custom-house	400 00	5,000 00	.....	300 00
Appraiser's stores	3,500 00	1,600 00	.....	912 50
Sub-treasury	243 00	320 00	300 00	319 95
St. Augustine, Fla.: Court-house and post office	40 00	.....	.....	30 00
St. Louis, Mo.: Custom-house	25,000 00	20,000 00	1,500 00	1,500 00
St. Paul, Minn.: Custom-house	1,700 00	2,680 00	100 00	187 27
Salem, Mass.: Custom-house	150 00	2 00	25 00	30 00
Savannah, Ga.: Custom-house	393 00	252 00	132 25	162 65
Sandusky, Ohio: Custom-house	175 00	350 00	30 00	60 00
Springfield, Ill.: Court-house and post office	954 00	1,000 00	300 00	191 25
Suspension Bridge, N. Y.: Custom-house	427 00	160 00	25 00	77 00
Sitka, Alaska	40 00	.....	.....	.....
Trenton, N. J.: Court-house and post office	500 00	1,200 00	90 72	270 00
Topeka, Kans.: Court-house and post-office	1,000 00	1,000 00	150 00	500 00
Utica, N. Y.: Court-house and post office	774 00	780 00	200 00	155 93
Waldoboro', Me.: Custom-house	89 00	.....	.....	24 10
Wheeling, W. Va.: Custom-house	319 00	835 00	200 00	208 00
Wilmington, Del.: Custom-house	215 75	390 00	21 00	53 75
Wilmington, N. C.: Custom-house	291 00	25 00	32 00	150 15
Windsor, Vt.: Court-house and post office	66 00	60 00	.....	2 00
Wiscasset, Me.: Custom-house	233 50	.....	.....	68 75
Total	168,365 55	243,777 35	20,267 67	32,919 87

*Electric light.

Estimate for "Fuel, light, and water for public buildings"—Continued.

RECAPITULATION.

Fuel	$168,365 55
Light	243,777 35
Water	20,267 67
Miscellaneous items	32,919 87
For eight new buildings, viz: Boston, Mass., post office and sub-treasury, (including new extension;) Buffalo, N. Y., (including new extension;) Cincinnati, Ohio; Frankfort, Ky.; Jackson, Miss.; Kansas City, Mo.; Memphis, Tenn., and Montgomery, Ala	100,000 00
Total	565,330 44

APPENDIX I*i*.

In relation to the estimate for salaries, sinking-fund office, District of Columbia. (*See page* 181.)

TREASURY OF THE UNITED STATES,
Washington, October 23, 1883.

SIR: I have the honor to enclose herewith a copy of a communication addressed by this office on the 8th of last August to the honorable Commissioners of the District of Columbia, in which, for reasons stated therein, the Commissioners were asked to approve and recommend an increase in compensation for the fiscal year 1885 of the two clerks employed in the sinking-fund office.

The Commissioners having neglected to include in their estimate lately submitted to the Secretary provision for the increase asked for, I have respectfully to request that there may be added to the estimate for the salaries for these two clerks $200 each, or an increase from $1,200 to $1,400 each.

It is submitted in support of this that the clerks in the sinking-fund office have the care of moneys and securities to a large amount, and are intrusted with other and responsible duties of a character requiring intelligence and faithful attention, and similar to those performed by other clerks in the Treasurer's office receiving salaries much greater; that the small increase asked for is not unreasonable, but that a larger addition to their pay might with propriety be recommended; that the annual expenses of the said office have been much reduced since the transfer of the duties pertaining thereto to the Treasurer of the United States, notwithstanding that the duties of the office have been largely increased, the estimate of the Commissioners of the sinking-fund for the year 1879 having called for an expenditure of $3,400 on account of salaries, while the expenditures made by the Treasurer for this and subsequent years were but $2,400.

A reference to the estimates submitted by the Commissioners will show that they have not hesitated in a number of instances to recommend an increase of force, and in others an addition to the pay of clerks already receiving larger salaries, but who are performing duties not more responsible than those devolved upon the clerks of the sinking-fund office. It is therefore hoped that the increase asked for may be recommended by the Secretary.

Very respectfully,

A. U. WYMAN, *Treasurer U. S.*

HON. SECRETARY OF THE TREASURY.

TREASURY OF THE UNITED STATES,
Washington, August 8, 1883.

GENTLEMEN: I have the honor to transmit herewith an estimate of the appropriations required for the service of the fiscal year ending June 30, 1885, by the commissioner of the sinking-fund of the District of Columbia on account of interest and sinking-fund on the funded debt, exclusive of the water bonds, and for the sinking-fund office.

It will be seen that there is recommended an increase in the compensation of the two clerks employed in the sinking-fund office of $200 each, or from $1,200 to $1,400. It is submitted that the present salaries are not proportioned to the character of the services required, are much less than those received by clerks performing similar duties in the office of the Treasurer of the United States, and less also than the salaries received by clerks having positions of like trust in the office of the Commissioners of the District. It is hoped, therefore, that the Commissioners will approve and recommend the increase asked for.

Very respectfully,

A. U. WYMAN, *Treasurer U. S.*

HON. COMMISSIONERS DISTRICT OF COLUMBIA.

APPENDIX Jj.

In relation to the estimates of the Commissioners of the District of Columbia. (*See page* 182.)

IMPROVEMENTS AND REPAIRS.

SCHEDULE OF WORK PROPOSED TO BE EXECUTED DURING THE FISCAL YEAR 1884–'85.

CLASS A.—*Replacement of wooden pavements.*

Street.	From—	To—	Square yards.	Cost per square yard.	Total cost.
Second street, southwest	B street	Maryland avenue	1,070	$2 25	$2,407 50
B street, southwest	First street	Maryland avenue	5,430	2 75	14,932 50
Water street, southwest	L street	M street	1,566	2 75	4,306 50
Missouri avenue, northwest	Third street	Four-and-a-half street	2,481	2 75	6,822 75
New Jersey avenue, northwest	L street	O street	10,724	2 25	24,129 00
P street, northwest	New Jersey avenue	Ninth street	6,230	2 25	14,017 50
P street, northwest	Fifteenth street	Eighteenth street	8,123	2 25	18,276 75
R street, northwest	Ninth street	Fourteenth street	7,590	2 25	17,077 50
Ninth street, northwest	Rhode Island avenue	Boundary	3,400	2 25	7,650 00
Eighteenth street, northwest	K street	L street	1,429	2 75	3,929 75
Nineteenth street, northwest	K street	M street	3,740	2 75	10,285 00
Twenty-second street, northwest	K street	M street	2,806	2 25	6,313 50
Twenty-third street, northwest	K street	M street	2,920	2 25	6,570 00
New Hampshire avenue, northwest	P street	Q street	2,710	2 25	6,097 50
L street, northwest	Pennsylvania avenue	Twenty-sixth street	486	2 25	1,093 50
Potomac street, Georgetown	M street	O street	2,517	2 25	5,663 25
Total Class A			63,222		149,572 50

CLASS B.—*Replacement of rubble pavements.*

H street, northwest	Fourteenth street	Fifteenth street	1,566	$2 25	*$3,679 50
H street, northwest	Sixteen-and-a-half street	Nineteenth street	4,890	2 25	*14,519 50
I street, northwest	Second street	Fifth street	4,940	2 25	*13,860 62
Total Class B			11,396		32,059 62

CLASS C.—*New pavements.*

A street, southeast	Third street	Fifth street	2,355	$2 25	†$5,455 75
C street, southeast	New Jersey avenue	Fourth street	7,220	2 25	*18,598 51
A street, northeast	Second street	Fourth street	3,460	2 25	†8,015 00
B street, northeast	Second street	Fifth street	4,540	2 25	†10,515 00
C street, northeast	Third street	Fourth street	1,612	2 75	†4,540 40
Third street, northeast	East Capitol street	Maryland avenue	3,380	2 25	†7,830 40
Fourth street, northeast	East Capitol street	Maryland avenue	4,616	2 25	†10,693 80
Fifth street, northeast	East Capitol street	Maryland avenue	5,240	2 25	†12,139 40
M street, southwest	Four-and-a-half street	Seventh street	2,823	2 75	*9,309 25
Third street, southwest	B street	Virginia avenue	6,200	2 75	*20,200 70
Water street, southwest	M street	Sixth street	3,822	2 75	*12,360 30
Vermont avenue, northwest	R street	T street	6,956	2 25	*17,541 30
Thirteenth street, northwest	Corcoran street	T street	4,890	2 25	*12,495 50
Eighteenth street, northwest	P street	Q street	2,227	2 25	*6,110 75
O street, Georgetown	Twenty-eighth street	Thirty-second street	5,813	2 25	†13,459 25
P street, Georgetown	Thirty-second street	Thirty-fifth street	3,420	2 75	*13,198 50
Total Class C			68,574		182,463 81

CLASS D.—*Grading and regulating.*

M street, southeast	Fourth street	Eleventh street			‡$9,530 51
North Carolina avenue, southeast	Sixth street	Eleventh street			‡9,399 60
South Carolina avenue, southeast	Third street	Eleventh street			‡7,542 12
New Jersey avenue, northwest	O street	Boundary			‡6,402 56
Vermont avenue, northwest	T street	Boundary			‡2,940 50
Thirteenth street, northwest	T street	Boundary			‡4,641 00
For filling up any streets below the established grade, provided the cost in no instance shall exceed 10 cents per cubic yard					‡5,000 00
Total Class D					45,456 29

* Includes extra grading, new curb, and sidewalks.
† Includes extra grading.
‡ Consists of grading, laying sidewalks, with curb-stones and gutters, gravelling the roadway, and laying flag-crossings. Asphalt pavements are estimated at $2.25 per square yard, and granite-block pavements at $2.75 per square yard. The above estimates do not include the work within two feet of railroad tracks, which will be paid for by the railroad companies.

Estimates of the Commissioners of the District of Columbia—Improvements and repairs—Continued.

RECAPITULATION.

CLASS A.—Replacement of wood pavements, 63,222 square yards	$149,572 50
CLASS B.—Replacement of rubble pavements, 11,396 square yards	32,059 62
CLASS C.—New pavements, 68,574 square yards	182,463 81
CLASS D.—Grading and regulating	45,456 29
Total, 143,192 square yards	409,552 22

ASSESSOR'S OFFICE, D. C., *Washington, September* 13, 1883.

Estimated receipts of the District government from all sources applicable to the general expenses of the District for the fiscal year ending June 30, 1885.

Estimated assessed value of real estate, at $1.50		$85,600,000
Estimated assessed value of real estate, (agricultural,) at $1		4,400,000
Total estimated assessed value of realty on June 30, 1884		90,000,000
Estimated assessed value of new improvements, from June 30, 1884, to June 30, 1885		1,750,000
Estimated value of realty for fiscal year ending June 30, 1885		91,750,000
Estimated value of personalty for fiscal year ending June 30, 1885		10,300,000
Total real and personal property for fiscal year 1885		102,050,000
Estimated receipts:		
Tax on real estate, ($87,350,000,) at $1.50	$1,310,250	
Tax on real estate, (agricultural, $4,400,000,) at $1	44,000	
Estimated collection, 80 per cent. on	1,354,250	$1,083,400
Estimated collection, 90 per cent. on personal tax	154,500	139,050
Estimated receipts from arrears of general and personal taxes prior to 1884 on $991,528, at 15 per cent		148,729
Estimated receipts from arrears general and personal taxes of 1884 on $218,742, at 70 per cent		153,119
Estimated receipts from licenses		125,000
Estimated receipts from markets		17,000
Estimated receipts from fines, &c., police court		25,000
Estimated receipts from building permits		3,500
Estimated receipts from rent, wharves, hay-scales, &c		2,000
Estimated receipts from certificates of arrears		1,800
Estimated receipts from dog-tax		2,000
Estimated receipts from Washington market—poor fund		7,500
Estimated receipts from fees of surveyor's office		5,000
Estimated receipts from miscellaneous sources		6,000
Total estimate of receipts		1,719,098
Water department.—Estimated unexpended balance June 30, 1884	$48,398	
Estimated receipts from water-main tax	16,000	
Estimated receipts from water-rent	118,000	
Estimated receipts from water-taps	2,100	
Estimated receipts from water-permits	2,200	
		186,698
Total estimated receipts		1,905,796

APPENDIX K*k*.

In relation to the estimate for support of the indigent insane of the District of Columbia. (*See page* 183.)

GOVERNMENT HOSPITAL FOR THE INSANE,
Washington, D. C., October 5, 1883.

SIR: In reply to your letter of the 4th instant, asking "an estimate of the cost of supporting the indigent insane patients in the Government Hospital for the Insane from the District of Columbia during the fiscal year ending June 30, 1885," I have the honor to state that the number chargeable to the District remaining in the hospital June 30, 1882, was 434. On the 30th of June, 1883, it was 459, an increase of very nearly 6 per cent.. Assuming this ratio of increase to continue the same for the next two years, there would be an average number of 500 of this class to provide for for the fiscal year ending June 30, 1885.

Estimating the annual cost of support for each patient in the hospital at $225 per inmate, we have $112,500 as the total cost of the indigent insane of the District of Columbia for the fiscal year ending June 30, 1885.

Congress, apparently recognizing the transient character of a large number of these cases, has of late apportioned a part only of this expense to the District of Columbia.

If this appropriation is divided between the sundry civil and the District bill in the same way that it has been for the last few years, and the usual ratio of increase maintained in the appropriation made in the District bill, the sum to be therein appropriated will be $50,436, as has been set forth in the explanation of my estimates already submitted for the support of the Government Hospital for the Insane for the fiscal year ending June 30, 1885.

I am, sir, very respectfully, your obedient servant,

W. W. GODDING, *Superintendent.*

Hon. J. TARBELL, *Acting First Comptroller, Treasury Department.*

APPENDIX Ll.

Detailed estimate of funds required for the service of the United States Artillery School, Fort Monroe, Virginia, for the fiscal year 1885. (*See page* 193.)

DEPARTMENT OF ARTILLERY.

For the purchase of new books on artillery, ordnance, and gunnery	$25 00
For paper, pencils, slates, and other stationery	25 00
For apparatus for illustrating the laws of motion of projectiles	20 00
For Atwood's machine for illustrating the laws of motion of falling bodies	85 00
For materials for making electro-ballistic screens, lines, targets, transmitters, conjunctors, interrupters, and buttons for same, for experiment and practice in gunnery problems	400 00
For pure metallic mercury	50 00
For improved Mallet's densimeter for obtaining specific gravity of fine gunpowder	125 00
For apparatus for filling hydrogen balloons for anemometer observations	25 00
Total	755 00

DEPARTMENT OF ENGINEERING.

Stationery.

20 quires Whatman's demy drawing-paper	$13 50
5 quires Whatman's double-elephant drawing-paper	13 50
2 rolls paragon mounted paper, for maps	35 00
1 roll tracing-cloth	8 25
50 sheets blotting-paper	5 00
48 sketch-blocks, 10 by 14, (4-quire,) Whatman's paper	62 00
24 sketch-blocks, 10 by 16, white, wool, cross-ruled to 1-10 inch	16 20
18 dozen Siberian pencils	18 00
3 quarts black ink	3 60
2 pints red ink	1 60
48 bottles liquid India ink, (photographing)	12 50
48 cakes India ink	6 00
1 gross steel pens, (Esterbrook's)	75
1 gross mapping-pens	4 80
36 pieces rubber	2 50
12 pieces sponge-rubber	6 00
4 boxes leads	2 40
2 reams legal cap	11 50
1 ream foolscap, white wove, unruled	5 50
½ ream letter-paper, white laid, unruled	2 50
1 gross fastening-tacks, brass, round head	$3 00
½ dozen horn centres	90

Drawing Instruments.

1 pantagraph, 24 inches, (Elliott Bros., London, £7 10*s.*)	36 30
6 drawing-pens, Stringer's registered, (Elliott Bros.)	5 00
20 rectangular protractors, horn	25 00

Surveying Instruments.

1 omnimeter, 9 inches, (Eckhold's patent,) with staff	300 57
Repairing 1 surveyor's transit and 1 railway transit	200 00

Miscellaneous.

24 sheets fine emery-cloth	2 00
2 chamois-skins	2 00
1 feather-duster for instruments	5 00
Total	819 37

DEPARTMENT OF APPLIED SCIENCES.

Electricity.

3 barrels bluestone	$88 64
200 pounds sulphuric acid	13 00
1 carboy nitric acid	16 50
50 pounds bichromate potash	15 00
50 pounds sal ammoniac	10 00
25 pounds zinc sulphate	3 00
10 pounds black oxide manganese	70
20 pounds paraffine wax	6 00
1 flask mercury	53 56
150 pounds wire, assorted	100 00
28½ pounds sheet-copper	12 00
152 pounds spelter	14 00
25 glass jars, to replace broken ones	10 00
100 insulators, assorted	10 00
2 knives	3 00
2 chamois-skins	1 50
25 rests for zincs	5 00
1 wrought-iron ladle, 12-inch	2 00
12 glass jars for Leclenché battery	2 50
12 porous cups for Leclenché battery	23 50
24 zincs, amalgamated, for Leclenché battery	3 75
1 Grenet cell	6 65
4 battery-brushes	1 00
1 pair cutting-pliers	2 00
2 sets Morse, complete	26 00
10 platinum strips	5 00
6 telephone-cords	3 00
2 pounds copper rivets and burrs	1 20
2 papers copper tacks	1 00
10 papers double-pointed tacks	2 00
2 pounds brass screws, assorted	5 00
72 binding-posts, assorted	10 00
36 double connectors	10 00
2 gross matches	2 25
50 pounds nails, assorted	5 00
1 quart measure, copper	2 00
1 pint measure, copper	1 50
Books, assorted	50 00
1 Silverlin firing-battery	250 00
1 galvanometer and rheostat	120 00
1 Wheatstone bridge	$175 00
1 submarine cable	1,500 00
1 magneto-electric machine	75 00
1 copper vollameter	25 00
1 water vollameter	20 00
1 apparatus for electroplating	300 00
Solution for bath electroplating	100 00
Total	3,192 25

CHEMICAL LABORATORY.

Chemicals.

Acid, acetic, No. 8	1 lb	$0 60
Alcohol, com	10 gall	24 00
Ammonium chloride, com	4 lbs	72
Ammonium hydrate, 26° B	½ gall	50
Antimony chloride, cryst., c. p	2 oz	60
Argol, pow'd	2 lbs	30
Benzole, purified	1 lb	60
Cadmium iodide	1 oz	40
Caffeine	⅛ oz	80
Calcium fluoride, not powder	2 lbs	20
Camphor, refined	1 lb	30
Carmine, No. 40	1 oz	45
Chalk, in powder	2 lbs	20
Copper clippings	1 lb	50
Copper gauze for combustions, fine	1 sq. ft	1 25
Meta-dipheny lamine	4 ozs	2 20
Ether, concentr., pure	1 lb	90
Ether, concentr., Squibb's	1 lb	1 20
India-rubber, thin sheets	1 oz	20
Isinglass, best Russian	2 ozs	1 00
Pepsin, Amer	1 lb	45
Diastase	¼ oz	50
Phosphorus	1 lb	1 10
Parchment-paper	3 sq. ft	1 00
Platinum-wire gauze, fine	4 sq. in	3 00
Ptyoline	10 grms	50
Silver nitrate, fused	4 ozs	3 48
Sodium phosphate, tribasic, c. p	8 ozs	1 00

Estimate of funds required for service of the United States Artillery School, Fort Monroe, Va.—Continued.

DEPARTMENT OF APPLIED SCIENCES—CONTINUED.

Sodium phosphate, disodic	8 ozs		$1 00
Sulphur rolls	1 lb		10
Sulphur flour	1 lb		10
Wax, white	1 lb		60
Zinc, c. p., granulated	1 lb		1 25
Zinc, c. p., powder	4 ozs		1 00
Matches, boxes	4 doz		2 00
Nitre, crude, com	5 lbs		50
Nitre, refined, for gunpowder manufac	2 lbs		1 00
Sulphur, crude, com	5 lbs		50
Calcium nitrate	¼ lb		45
Magnesium sulphate, c. p	1 lb		05
Potassium synide, c. p	¼ lb		2 00
White glass, powdered, free from iron and lead	¼ lb		10
Clay, free from iron	½ lb		10
Set standard solutions for Eggertz test for carbon in iron and steel			2 00
Cap cement	2 lbs		25
Wicks, felt, for 4-burner stove	1 doz		1 00
Label-books	2		1 00
Ammonium sulphide, (N. H. 4,) 2 S	1 lb		60
Sodium nitrate, c. p	1 lb		35
Sodium sulphide, cryst	1 lb		75
Cobalt nitrate	2 ozs		1 00
Nickel nitrate	2 ozs		60
Auric chloride, c. p., 15-grain vials	4 grms		2 00
			68 35
Discount			8 35
Total			60 00

Chemical Apparatus.

1531.	Acid-pump, with bellows			$10 00
1534.	Air-bath, copper, 10 by 12			10 00
1568.	Anatomical jars, 4½ by 6	6		3 60
1568.	Anatomical jars, 3 by 4	6		2 40
	10-milligramme platinum weights	3		1 00
	5-milligramme platinum weights	3		1 00
	Riders, 12-milligramme	5		1 00
1807.	Battery-jars, 4 by 4	6		1 20
1827.	Breakers, No. 000—0	5 nests		1 25
1828.	Breakers, No. 1—3	3 nests		1 20
1838.	Breakers, No. 4	1 doz		3 00
1839.	Breakers, extra tall, No. 2	1 doz		3 50
1831.	Breakers, No. 5	5 nests		4 25
1855.	Breaker, copper, 250 c. c	1		75
1936.	Bottles, green, 2oz	6		10
	4 oz	6		14
	8 oz	6		20
	16 oz	6		25
1937.	Bottles, square, 2 oz	6		15
	4 oz	6		20
	8 oz	6		30
	16 oz	1 doz		1 00
1938.	Bottles, wide-mouth, 2 oz	1 doz		30
	4 oz	1 doz		40
	8 oz	1 doz		75
	16 oz	1 doz		1 20
1940.	Bottles, glass-stoppered, 4 oz	1 doz		1 30
	8 oz	1 doz		1 60
	12 oz	1 doz		2 25
1943.	Bottles, *tinctures*, *blue*, 4 oz	6		1 25
	16 oz	1 doz		4 50
1944.	Bottles, salt-mouth stoppered, 2 oz	1 doz		1 40
	4 oz	1 doz		1 75
	8 oz	1 doz		2 40
1955.	Bottles, reagent, with cap	1 doz		2 35
1967.	Bottles, Woulff's, 2-neck, ½ pt	6		3 00
1967.	Bottles, Woulff's, 2-neck, 1 pt	6		3 90
1968.	Bottles, Woulff's, 3-neck, ½ pt	6		3 00
1986.	Boxes, pasteboard, nests	1 doz		20
1988.	Boxes, pasteboard, flat, nests, 1—6	5		25
1989.	Boxes, pasteboard, high, nests, 1—10	5		75
1994.	Brushes for cleaning test-tubes	5		40
1998.	Brushes for cleaning cylinders, &c., 10 in	2		40
2000.	Brushes, best camel-hair, small	1 doz		25
	medium	1 doz		35
1996.	Brushes for cleaning narrow tubes	1 doz		40
2013.	Burettes, glass stop-cock, 50 c. c., *a*	2		5 40
2022.	Burette attachment, three-way	2		1 75
	Beakers, 2½-in. diam., 6 in. high	1 doz		3 00
2025.	Burner, Bunsen's, with regulator	1 doz		8 00
2092.	Chamois-skin, good	1		60
2112.	Clamps, wooden, for holding test-tubes	6		1 20
2113.	Clamp, wooden, for holding large test-tubes	1		$0 40
2122.	Clamp, Bunsen, for holding extra large test-tubes	1		1 75
	Brushes, test-tube, sponge-end	6		60
	Colored glass, purple, very dark, 8 by 10	1 doz		1 50
2148.	Combustion boats, porcelain, 1 by 1½	6		1 20
2193.	Corks, 3, 4, 5, 6, 7	1 gross		60
	Corks, 8, 9	1 gross		1 00
	Corks, 10, 12, 14, 15	1 gross		3 00
2194.	Corks, flat, 1, 1¼, 1½, 1¾, 2	1 gross		30
	Corks, flat, 2¼, 2½, 2¾, 3, 4	1 gross		4 00
2201.	Cork-press, large			1 00
2239.	Crucibles, Meissen, with covers, No. 8	1 doz		2 04
	perforated covers, No. 8	2 doz		
	Crucibles, Meissen, with covers, No. 7	1 doz		2 40
	perforated covers, No. 7	2 doz		
	Crucibles, Meissen, with covers, No. 6	1 doz		2 64
	perforated covers, No. 6	2 doz		
	Crucibles, Meissen, with covers, No. 5	1 doz		3 12
	perforated covers, No. 5	2 doz		
	Crucibles, Meissen, with covers, No. 4	1 doz		3 60
	perforated covers, No. 4	2 doz		
2248.	Crucible-tongs, steel, 8-in	5		4 95
2259.	Crucible-tongs, platinum-pointed	3		15 00
2280.	Cylinder, grad. c. c., double, 500 c. c	2		4 50
2293.	Desiccator, Atwater's	3		4 50
2304.	Diamond mortars	3		12 50
2307.	Dish, crystallizing, 4 in	1		35
	5 in	1		50
	6 in	1		50
	8 in	1		60
2310.	Dishes, evaporating, Meissen, 2½ in	6		90
	3½ in	1 doz		2 40
	6 in	3		3 30
2386.	Filtering-paper, S. and S. round, No. 595, 5 in	300		1 00
	6 in	200		60
	7¼ in	300		1 20
	Filtering-paper, S. and S. round, No. 577, 5 in	100		35
	6 in	100		40
	7¼ in	200		1 00
	Filtering-paper, S. and S. round, No. 598	1 quire		1 75
2413.	Flasks, Bohemian, flat bottom, 24 oz	6		2 00
2415.	Flasks, Bohemian, with ring, 24 oz	1 doz		4 00
2416.	Flasks,, round bottom, 24 oz	6		2 00
	16 oz	6		1 75
	32 oz	6		3 00
2455.	Funnels, Bunsen's, quick, diameter, 3 in	1 doz		2 70
2461 *a*.	Funnels, separatory, globe, very thin stem, 1 oz	2		2 50
2592.	Glass stiners, 2 lbs			1 50
2593.	Glass tubing, 1 plate-silver, thin, 1 by 4			2 00
	1 plate-gold, thin, 1 by 2			5 00
2792.	Lamp, Berzelin's wicks	2 doz		50
2762.	Measures, folding, *a*			1 00
2872.	Pinch-cocks, Mohr's, medium	6		1 50
2884.	Pipettes, Mohr's, grad. c. c. 1-10, 10 c. c	3		2 25
2909.	Crucibles, platinum covers, 10 grm	1		15 00
2988.	Retorts, best Bohemian-glass stop, 16 oz	6		3 30
	1 qt	6		4 20
	26 oz	6		3 00
3012.	Rubber stoppers, assorted, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, solid	1 lb		3 50
	Rubber stoppers, assorted, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 2 holes	2 lbs		7 00
	Rubber stoppers, to fit a Liebig's condenser 2 in. in diam., with holes ¾ inch in diam. for passage of glass tube in axis			2 00
3015.	Rubber tubing ¼ in. diam., for gas	50 ft		7 00
3020.	Rubber tubing, black, ⅛ in. diam	12 ft		50
	Rubber bulbs, black rubber for pipettes, large	3		1 50
3079.	Spatulas, steel, wooden handles, 4 in	4		1 00
3133.	Straw rings, 3½, 5, and 6 in	3		90
	Test-tubes, 6 by ⅝	6 doz		2 00
	7 by ⅞	6 doz		3 25
	Towels	1 doz		2 00
3264.	Tripod, large	1		85
3316.	Watch-glasses, deep form, diam., 2 in	1 doz		50
	3 in	1 doz		1 75
3320.	Watch-glasses, 2½ in., with clips	2 doz		7 20
3349.	Wire-gauze, iron, 6 in. square	6		60
	Beakers, 2-in. diam., 4 in. high	1 doz		3 50
	1½-in. diam., 3½ in. high	1 doz		1 50
	Five yards white cotton			1 00
2004.	Bulbs, rubber, for pipettes, small	6		60
3048.	Scissors, 8 in. long	3		3 00
	Wash-bottle for hot water, with wooden handle, fitted with rubber stopper and tubes	1 pt		1 65

Estimate of funds required for service of the United States Artillery School, Fort Monroe, Va.—Continued.

DEPARTMENT OF APPLIED SCIENCES—CONTINUED.

3096.	Spoons, horn, 6-in	4		$0 80
2416.	Flasks, round bottom, to bear corking, long neck, 4 oz. and 8 oz., 6 each	1 doz		2 00
	Flasks, bent tube, with glass stop-cock, diam. of the tube external, — in.; other dimensions given in figure			3 00
2900.	Platinum wire	15 grms.		4 75
2898.	Platinum foil, thin	10 grms.		4 00
	thick	20 grms.		8 00
2587.	Glass plates, assorted to 8 in	1 doz		1 00
	Waste-paper basket	1		1 00
	Ten pounds ice daily during water analysis			5 00
3286*a*.	Glass tubes, T form, ¼ in	2		50
	Tin, commercial	2 lbs		72
2414.	Flasks, German, vial-mouth, flat bottom, 2 litres.	4		3 00
	1½ litres.	4		3 00
2109.	Calcium chloride tubes, bent	½ doz		1 08
2948.	Potash bulbs, Liebig's form	2		1 20
2121.	Clamps, iron, Bunsen's	8		10 80
2158.	Combustion-tubes, porcelain, ½-in. flange, 20 in			1 25
	1-in. flange, 20 in			1 25
	Wire for stirring contents of tube in combustion process			1 50
	Aprons, for use in laboratory	8		4 00
	Battery-jars, 4 by 5	6		1 50
	4½ by 6	6		2 40
2998.	Rings, extension, complete, with clamp, small	8		3 20
	large	8		4 00
2997.	Rings, iron, six in set	2 sets		2 50
2309.	Dishes, porcelain, straight walls, diam. 10 in	2		2 50
	16 in	1		3 50
2310.	Dishes, porcelain, Meissen, diam. 5½ in	8		5 60
2000.	Brush, assay			50
1857.	Beakers, porcelain, Meissen, No. 3	4		1 00
3034.	Russian-iron sand-baths, shallow, 4 in. and 6 in., 8 in. and 10 in	1 doz		3 00
3035.	Russian-iron sand-baths, deep, 4 in. and 6 in., 8 in. and 10 in	1 doz		3 00
	Walnut, seasoned, for apparatus	10 ft		2 00
	Filter-paper, Munktel's, No. 1	2 quires		4 00
	Match-boxes	1 doz		1 00
	Yellow-pine, for case	100 ft		5 00
Glass dishes, like salt-cellars, diameter 1½ in.		about 1 doz		1 00
Large paper boxes, 6 in. in diameter		1 doz		2 00
Tiles, porcelain, 7 by 7 in., ⅓ in. in thickness		1 doz		2 00
				413 49
	Discount, 20 per cent			82 70
	Total			330 79

Accessories for the Microscope.

74.	⅔-inch objective		$20 00
90.	⅔-inch objective, Lieberkuhn		3 20
99.	Erecting-glass		6 00
136.	Three dark-wells and holder		4 00
147.	Stage micrometer, mounted in brass		3 50
155.	Wollaston's camera lucida, with lens		6 75
181.	Key for tightening joint		2 00
172.	Growing-cell		3 50
174.	Live-trap		2 50
167.	Large live-box		3 00
823.	Plate-glass slips, 3 by 1	1 gross	3 50
838.	Thin glass, in circles, No. 3	1 oz	1 75
839.	Thin glass, in circles, No. 2	1 oz	2 00
840.	Thin glass, in circles, No. 1	1 oz	3 00
861.	Liquid marine glue	1 bot	50
848.	Canada balsam, in chloroform	3 bot	1 50
781.	Spring compressor	3 doz	2 25
	Mounted objects	2½ doz	19 00
	Trichina; wheat-starch; wheat-envelope; bean-flour; pea-flour; ground coffee; tea-leaf; tape-worm; epithelium; rye-flour; corn-meal; yeast; limestone, section; coal, section; basalt, section; acarus farniac; barley-starch; barley-envelope; rice; potato-starch; coffee and chiccory; black pepper, powdered; diatonis; foraminifera; coffee, powdered; beef, longitudinal sec-section; beef, transverse section; granite, section; gneiss, section.		
	Total		87 95

Improvements in Laboratory.

1 tank for water and water pressure	$50 00
1 gas apparatus	250 00
1 table for microscope	10 00
25 square feet sheet-lead, ⅛ inch thick, to cover floor of laboratory and desks	10 00
1 case for acids, shelves covered with lead	10 00
Brick house for gas apparatus, 10 feet long, 4 feet wide, 8 feet high inside. (Quartermaster can build.)	
Total	330 00

Books and Magazines.

Jahresbericht über die Fortschritte der Chemischen Techologie, 1882	$6 00
Traite complete de chimie analytique. H. Rose	10 00
Air and Rain. Angus Smith	9 60
Chemical Journal. Johns Hopkins University. 1884	3 00
Zeitschrift für Analytische Chemie. Fres., 1884	4 00
Aulcituny zur chemischen analye mit. Tafelu zur qualitativen chemischen analyse. Dr. H. Will	1 00
Anleit Z. Unters, V. Wasser. Tieman	1 00
Journal für Prakt. Chemie. 1884	4 00
Bericht der Dent. Chem. Gesell. 1884	9 00
Die Maasanalyse. Dr. C. Winkler	1 50
Analysis, Quantitative. Vol. 2. Fresimus	5 00
Chemical News. 1884. Theo. Van Nostrand	7 00
Total	61 10

PHOTO-STUDIO.

10 pounds acid, acetic, No. 8	$0 90
3 pounds acid, glacial	2 01
2 pounds acid, citric	1 80
3 pounds acid, muriatic, c. p	78
2 pounds acid, nitric, c. p	56
3 pounds acid, sulphuric, c. p	1 05
4 pounds acid, pyrogallic	28 80
4 gallons alcohol, (Atwood's,) 95°	11 60
3 gallons alcohol for lamp	6 00
25 pounds ammonia liq	4 00
8 ounces ammonium bromide	96
8 ounces ammonium iodide	3 20
4 ounces cadmium bromide	1 00
8 ounces cadmium iodide	3 20
24 pounds ether, sulphuric	16 80
6 dozen chloride of gold	30 00
3 ounces iodine	1 20
2 pounds murcury bichloride	3 50
10 pounds potassium bromide	15 00
24 pounds potassium cyanide	15 60
15 pounds silver nitrate	225 00
2 pounds soda acetate	90
100 pounds soda hyposulphite	4 00
4 ounces sodium iodide	2 00
2 ounces soda tunystate	36
1 pound prepared chalk	20
1 pound sodium carbonate	75
6 ounces potassium iodide	1 80
15 pounds alum	3 30
1 copying camera, 4½ feet bed for plate, 12 by 14 to ½	48 00
4 deep hard-rubber trays, 7 by 9	5 00
3 deep hard-rubber trays, 15 by 18	19 50
1 pair banker's shears	4 00
2 collodion filters, 32 ounces each	6 00
4 glass graduates, minim	1 00
2 glass graduates, 16 ounces	1 50
2 glass graduates, 24 ounces	2 00
10 ounces climax cotton	5 00
24 bottles flint varnish	9 60
4 flat camel-hair dusters	3 00
4 flat paste-brushes	1 20
1 ream albumen paper, emp. N. P. Dresten	35 00
6 glass jars, 2 galls	12 00
6 glass jars, 1½ galls	9 00
1 scales, and weights from ½ to 10 lbs	4 50
1 spirit-lamp	1 00
5 dozen dry plates, 10 by 12	25 00
8 dozen dry plates, 8 by 10	28 80
25 dozen dry plates, 5 by 8	40 00
25 dozen dry plates, 5 by 7	37 50
To contingencies	46 00
Total	736 35

Estimate of funds required for service of the United States Artillery School, Fort Monroe, Va.—Continued.

DEPARTMENT OF MILITARY ART.

For books and maps for study of art of war	$150 00

DEPARTMENT OF LAW.

For books, &c., for study of constitutional, international, and military law	$100 00

REPAIR-SHOPS.

12 1-inch mill-saw files	$3 80	1 spirit-lamp, pint	$0 60
6 5-inch warding-files	1 00	1 steam-engine, complete, 4 horse-power	350 00
6 6-inch pillar-files, bastard	1 65	1 set bits	5 10
6 6-inch smooth files, bastard	2 00	50 pounds nails, assorted	2 50
12 4-inch taper-bored saw-files	1 88	8 gross screws, assorted	8 00
6 3-inch taper-bored saw-files	1 75	30 pounds glue	7 50
6 5-inch 3-square files	1 13	10 pounds solder	2 00
5 pounds brass spring-wire, No. 6	1 65	2 hatchets	1 50
5 pounds brass spring-wire, No. 7	1 80	1 lathe-head, complete	6 50
3 pounds brass spring-wire, No. 10	1 14	1 glue-pot	1 75
3 pounds brass spring-wire, No. 11	1 14	10 papers tacks, assorted	2 50
3 pounds brass spring-wire, No. 12	1 65	50 pounds paint	13 00
1 set jeweller's drills	5 00	5 gallons alcohol	16 20
1 universal handle for milling-wheel	75	1 mitre-box	10 00
1 Baxter's 8-inch wrench	75		
4 taps, $\frac{1}{2}$, $\frac{5}{8}$, $\frac{3}{8}$, $\frac{1}{4}$ taper	1 20	Total	456 69
12 improved racks	1 25		

PRINTING-OFFICE.

For making wood-cut illustrations for text-books on artillery and ordnance	$500 00
For paper and printing material for school text-books and instruction notes	500 00
Total	1,000 00

SERVICES OF EMPLOYÉS.

For extra-duty pay for clerks, messengers, and skilled labor of enlisted men employed in the departments of the school	$1,000 00

RECAPITULATION.

Department of Artillery	$755 00	Printing office	$1,000 00
Department of Engineering	819 37	Service of employés	1,000 00
Department of Applied Sciences	4,798 44		
Department of Military Art	150 00	Total	9,079 50
Department of Law	100 00		
Repair-shop	456 69		

Respectfully submitted.

L. L. LIVINGSTON,
Major Fourth Artillery, Commanding.

HEADQUARTERS UNITED STATES ARTILLERY SCHOOL,
Fort Monroe, Va., August 23, 1883.

APPENDIX M*m*.

Explanation of estimates of National Home for Disabled Volunteer Soldiers. (*See page* 194.)

[Extract from the report of the Board of Managers, National Home for Disabled Volunteer Soldiers, for the fiscal year ending June 30, 1883.]

* * * * * * *

"As time goes on, the disabilities of the members of the Home increase with their advancing ages, and the necessity for increased hospital facilities becomes every year more apparent. This necessity is felt more at the Central Branch, on account of its enormous size, and at the Southern Branch as its advantages of climate and situation become more apparent. These cause its numbers to increase more rapidly than do those of the other branches.

"The board has therefore asked for an appropriation of $63,350 for an enlargement of the hospital at the Central Branch, and for $87,000 for the erection of a new hospital at the Southern Branch.

"The board believes that these constructions are necessary for the comfort of the members of the Home, and it must be conceded that an institution like the National Home must in time become an enormous hospital, so that there is no danger that the buildings proposed will be out of use in the near future.

"The amounts asked for are from carefully made estimates on approved plans, and are no greater than they ought to be for the proper construction of the required buildings.

"To properly protect the land upon which the proposed hospital at the Southern Branch should be erected, an expenditure of $5,000 will be required, for which amount an appropriation is asked."

* * * * * * *

"The water supply at the Eastern Branch is insufficient, and the water is bad. To enlarge the works to furnish a proper supply of good water will require an expenditure of $24,914. During the past season it has been impossible to procure water for bathing on account of the limited supply, and what is supplied is unwholesome during the summer."

The accompanying tables, extracted from the printed proceedings of the Board of Managers, show the data upon which the board acted in making the estimate for the support of the Home for the fiscal year ending June 30, 1885.

The president of the board presented estimates for the year ending June 30, 1885, which, after careful consideration and revision, were adopted. He also presented tabular statements showing the appropriations by the board, expenditures by the branches, &c., for the fiscal year ending June 30, 1883.

General estimates, National Home for Disabled Volunteer Soldiers, for year ending June 30, 1885.

AS SUBMITTED BY THE BRANCHES.

Branches.	Current expenses.	Subsistence.	Clothing.	Household.	Hospital.	Transportation.	Construction.	Farm.	Total.
Central	$56,691 80	$387,401 39	$152,343 42	$97,330 07	$20,885 88	$6,000 00	$87,792 31	$45,436 91	$853,881 78
Northwestern	19,785 65	52,002 00	34,955 00	22,146 65	10,091 45	2,500 00	15,603 00	9,151 90	166,235 65
Eastern	14,673 00	81,677 20	20,070 00	23,346 00	5,924 80	2,700 00	19,235 00	11,218 40	178,844 40
Southern	23,415 00	90,502 00	33,197 83	22,042 50	9,560 40	3,600 00	22,548 60	13,284 00	218,150 33
Total	114,565 45	611,582 59	240,566 25	164,865 22	46,462 53	14,800 00	145,178 91	79,091 21	1,417,112 16

AS RECOMMENDED BY BOARD OF MANAGERS.

Central	$56,191 00	$322,080 00	.....	$86,930 00	$20,886 00	$3,000 00	$77,750 00	$30,000 00	$596,837 00
Northwestern	16,785 00	52,002 00	.....	22,146 00	7,091 00	1,500 00	15,603 00	9,151 00	124,278 00
Eastern	14,673 00	78,126 00	.....	18,406 00	5,924 00	2,200 00	19,235 00	9,218 00	147,782 00
Southern	19,777 00	80,520 00	.....	14,648 00	9,560 00	2,500 00	20,548 00	5,684 00	153,237 00
Total	107,426 00	532,728 00	.....	142,130 00	43,461 00	9.200 00	133.136 00	54,053 00	1,022,134 00
Clothing and bedding, 6,877 members of the Home									183,080 00
Out-door relief and incidental expenses									15,000 00
Aggregate									1,220,214 00

The president also submitted the following:

Special estimates, National Home for Disabled Volunteer Soldiers, for year ending June 30, 1885.

Branches.	Object.	Amount submitted by branches.	Amount recommended by board of managers.
Central	Addition to hospital	$63,350 00	$63,350 00
Eastern	Improved water supply	24,914 00	24,914 00
Southern	New hospital	87,000 00	87,000 00
	Extension of breakwater	5,000 00	5,000 00
Total		180,264 00	180,264 00

Statement of estimates, appropriations, receipts, and expenditures of the four branches, for the year ended June 30, 1883.

Branches.	Amount estimated for by branches.	Amount appropriated by board of managers.	Amount appropriated for special expenditures.	Cash in hands of treasurers of branches July 1, 1882.	Amount paid by act'g treasurer to branches.	Amount of cash sales at branches.	Total amount to meet expenditures.	Amount expended by the four branches.	Cash in hands of treasurers of branches June 30, 1883.
Central	$749,002 22	$608,849 40	$43,184 76	$14,961 16	$599,399 60	$76,425 30	$690,786 06	$690,178 88	$607 18
Northwestern	162,644 29	132,583 40	3,500 00	18,157 36	121,829 41	14,119 37	154,106 14	153,811 46	294 68
Eastern	150,670 00	155,119 26	11,058 90	Dr. 794 20	169,780 93	15,409 83	184,396 56	182,278 37	2,118 19
Southern	128,403 00	145,617 75	1,500 00	*21,017 62	178,402 67	8,779 59	208,199 88	206,670 75	1,529 13
Total	1,190,719 51	1,042,169 81	59,243 66	53,341 94	1,069,412 61	114,734 09	1,237,488 64	1,232,939 46	4,549 18

* $20,000 not taken up by treasurer.

RECAPITULATION.

Amount of cash in hands of treasurers of four branches July 1, 1882	$53,341 94
Amount paid to branches by W. B. Franklin, acting treasurer	1,069,412 61
Amount of cash sales for the year ending June 30, 1883	114,734 09
Total amount to meet the expenditures for the four branches	1,237,488 64
Total amount expended by the four branches	1,232,939 46
Balance, (amount of cash on hand at four branches)	4,549 18

Appropriations by board of managers to the several branches for the four quarters ended June 30, 1883.

Branches.	Sept. 30, 1882.	Dec. 31, 1882.	March 31, 1883.	June 30, 1883.	Total.
Central	$157,989 30	$153,357 40	$145,355 70	$152,147 00	$608,849 40
Northwestern	29,165 78	37,164 58	32,510 20	33,742 84	132,583 40
Eastern	41,911 94	34,537 95	34,989 28	43,680 09	155,119 26
Southern	34,007 95	33,175 40	35,940 10	42,494 30	145,617 75
Total	263,074 97	258,235 33	248,795 28	272,064 23	1,042,169 81

Total appropriation by board of managers for four branches for fiscal year ended June 30, 1883		$1,042,169 81
Total for out-door relief and incidental expenses		16,000 00
Total for clothing and bedding		4,674 56
Central Branch—Officers' quarters	$5,000 00	
Sewerage	9,000 00	
Furniture for officers' quarters	1,374 76	
Church repairs	360 00	
Coal-shed	600 00	
Addition to stable	1,175 00	
Flooring to barracks	675 00	
Dining-room and bakery	22,000 00	
Greenhouse	2,500 00	
Conservatory and garden	300 00	
Two extra rooms for Captain Patterson	200 00	
		43,184 76
Northwestern Branch—Hydraulic elevator, main building		3,500 00
Eastern Branch—Steam-heating apparatus	6,500 00	
Additional story to dining-hall	3,800 00	
Repairing coal-shed	200 00	
Laundry extension	558 90	
		11,058 90
Southern Branch—Wharf reconstruction		1,500 00
Total appropriation		1,122,088 03
Appropriation by Congress for fiscal year ended June 30, 1883		1,122,088 03
Estimate by board to Congress for fiscal year ended June 30, 1883		1,122,088 03

Expenditures during year ended June 30, 1883.

Clerk to secretary	$2,000 00	Messengers	$264 00
Inspector-general	3,000 00	Travelling expenses board of managers, committees, &c	7,570 27
Medical service at Freedman's Hospital	36 80	Out-door relief	1,937 25
Storage of ward bonds	25 00	Clothing and bedding	124,212 93
Rent of president's office	150 00	Central Branch	599,399 60
Expenses of Washington office	712 18	Northwestern Branch	121,979 41
Expenses of Boston office	903 25	Eastern Branch	169,780 93
Expenses of New York office	893 05	Southern Branch	178,402 67
Furniture, president's office	3 70		
Stationery, printing, telegrams, postage, freight, &c	1,929 28	Total	1,214,775 32
Clerk to president and acting treasurer	1,575 00		

Post returns for June 30, 1882 and 1883.

Branches.	Present.	Absent.	Present and absent.
1882—Central	3,672	1,190	4,862
Northwestern	664	310	974
Eastern	876	394	1,270
Southern	770	280	1,050
Total	5,982	2,174	8,156
1883—Central	3,653	1,084	4,737
Northwestern	787	368	1,155
Eastern	971	433	1,404
Southern	1,003	327	1,330
Total	6,414	2,212	8,626

Increase in 1883.

Number present	7.22 per cent.
Number absent	1.71 per cent.
Number present and absent	5.76 per cent.

Average amount appropriated by Congress for the fiscal years ended June 30, 1882, 1883, and 1884.

Moneys appropriated by Congress for fiscal year ended June 30, 1882	$950,000 00	
Amount received from sale of old pattern clothing, appropriated by Congress, for fiscal year ended June 30, 1882	219,963 88	
		$1,169,963 88
Appropriation by Congress for fiscal year ended June 30, 1883		1,122,088 03
Appropriation by Congress for fiscal year ended June 30, 1884		1,122,088 03
Total		3,414,139 94
Average appropriation for the three years		1,138,046 65

APPENDIX Nn.

In relation to the estimate for Freedmen's Hospital and Asylum. (*See page* 201.)

FREEDMEN'S HOSPITAL,
Washington, D. C., September 12, 1883.

SIR: I have the honor to submit the estimate for this institution for the fiscal year ending June 30, 1885. The total amount asked for is fifty-six thousand one hundred dollars, an increase of six thousand one hundred dollars. There is no increase in the item for subsistence. The item for salaries is raised from nine thousand five hundred to thirteen thousand dollars. This is made to compensate clerk, laundresses, teamsters, watchmen, and laborers, who heretofore were paid out of the miscellaneous fund. There is no actual increase in amount expended for compensation, only placing all employés under the same item. The item for clothing, bedding, forage, and transportation, and miscellaneous expenses, is reduced from six thousand to three thousand five hundred dollars. A slight increase is asked for fuel and light, also in the items for medical supplies and repairs and furniture, to meet an increase demanded in these directions. I have asked for an additional appropriation of three thousand three hundred dollars to enable me to erect four bath-rooms; to relay three thousand five hundred feet of flooring; to build four porches in connection with the four female wards; also, to build a two-story porch on west front of main building. All of these improvements are necessary for the health, comfort, and safety of the patients. The porches are necessary not only for sanitary purposes, but for fire escapes. These are the first improvements asked to be made since the construction of the hospital, fourteen years ago.

Very respectfully,

C. B. PURVIS, M. D., *Surgeon-in-Chief.*

HON. SECRETARY OF THE INTERIOR.

APPENDIX Oo.

Statement of appropriations made during the second session of the Forty-seventh Congress for the fiscal year ending June 30, 1884, *for which no estimates are submitted for the fiscal year ending June* 30, 1885; *also, deficiency and miscellaneous appropriations made during the same session.*

LEGISLATIVE.

UNITED STATES SENATE.

Salaries, officers and employés, 1883	$2,169 00
One month's extra pay to officers and employés	26,317 52
Clerks to committees, and pages, 1883	10,408 00
Furniture and repairs, 1883	1,200 00
Miscellaneous items, 1883	4,000 00
Miscellaneous payments	4,446 03
Total Senate	48,540 55

HOUSE OF REPRESENTATIVES.

Salaries and mileage of members and delegates, 1882	$11,319 43
Salaries, officers and employés, 1883	13,524 42
One month's extra pay to officers and employés	36,651 26
Miscellaneous items, 1883	7,000 00
One month's extra pay to Capitol police	2,958 19
Digest of contested-election cases	1,000 00
Miscellaneous payments	18,691 11
Total House of Representatives	91,144 41
Total Legislative Establishment	139,684 96

EXECUTIVE.

EXECUTIVE PROPER.

Salaries, Civil Service Commission, 1883	$5,814 80
Travelling and incidental expenses, Civil Service Commission, 1883	7,000 00
General expenses, Civil Service Commission, 1883	5,000 00
Total Executive Proper	17,814 80

DEPARTMENT OF STATE.

Contingent expenses, 1882	$1,419 91
Removal and rearrangement of records	1,000 00
Total Department of State	2,419 91

TREASURY DEPARTMENT.

Contingent expenses, freight, telegrams, &c., 1881	$45 70
Contingent expenses, freight, telegrams, &c., 1880 and prior years	83 19
Contingent expenses, carpets and repairs, 1881	11 90
Total Treasury Department	140 79

MINTS AND ASSAY OFFICES.

Contingent expenses, mint at Philadelphia, 1882	$16 00
Contingent expenses, mint at San Francisco, 1880 and prior years	36 63
Contingent expenses, mint at Carson, 1880 and prior years	2 51
Contingent expenses, mint at Denver, 1880 and prior years	6 42
Contingent expenses, assay office at Helena, 1880 and prior years	41
Wages and contingent expenses, assay office at Boise City, 1880 and prior years	11 28
Wages and contingent expenses, assay office at Charlotte, 1881	4 00
Total Mints and Assay Offices	77 25

INTERNAL REVENUE.

Salaries and expenses of collectors of internal revenue, 1882	$6,074 69
Salaries and expenses of collectors of internal revenue, 1880 and prior years	183 39
Salaries and expenses of agents and subordinate officers of internal revenue, 1880 and prior years	521 29
Salaries and expenses of supervisors and subordinate officers of internal revenue, 1877 and prior years	74 69
Expenses of assessing and collecting internal revenue, 1875 and prior years	200 00
Total Internal Revenue	7,054 06

WAR DEPARTMENT.

Contingent expenses, War-Department building, 1883	$3,500 00

NAVY DEPARTMENT.

Contingent expenses, Navy-Department building, 1883	$2,000 00

INTERIOR DEPARTMENT.

Publishing the Biennial Register	$2,500 00
Stationery, Department of the Interior, 1883	13,000 00
Salaries, General Land Office, 1883	1,993 98
Salaries, temporary clerks, office of Commissioner of Indian Affairs, 1884	5,000 00
Salaries, temporary clerks, office of Commissioner of Indian Affairs, 1883 and 1884	3,000 00
Plates for Patent-Office Official Gazette, 1883	3,000 00
Photolithographing, office of Commissioner of Patents, 1883	15,000 00
Illustrations, Patent-Office Report for 1870	6,000 00
Total Interior Department	49,493 98

POST-OFFICE DEPARTMENT.

Salaries, Post-Office Department, 1883	$975 00
Contingent expenses, fuel, 1883	6,000 00
Contingent expenses, miscellaneous items, 1883	3,000 00
Contingent expenses, money-order office, 1883 and 1884	3,000 00
Total Post-Office Department	12,975 00

DEPARTMENT OF JUSTICE.

Salaries of employés, court-house, Washington, D. C., 1883	$3,252 67
Total Executive	98,728 46

JUDICIAL.

Salaries and expenses, office of clerk of Supreme Court, 1883 and 1884	$13,000 00
Salaries, district judges, 1883	3,081 56
Salaries, district marshals, 1880 and prior years	990 45
Total Judicial	17,072 01
Total Civil Establishment	255,485 43

FOREIGN INTERCOURSE.

Contingent expenses, foreign missions, 1880 and prior years	$226 00
Salaries, consular service, 1880 and prior years	57 07
Salaries, consular officers not citizens, 1882	327 41
Salaries, consular officers not citizens, 1880 and prior years	94 21
Contingent expenses, United States consulates, 1882	16,983 19
Contingent expenses, United States consulates, 1881	154 34
Contingent expenses, United States consulates, 1880 and prior years	1,181 71
Relief and protection of American seamen, 1880 and prior years	598 91
Annual expenses of Cape Spartel light, 1882	15 00
Joint commission for settlement of claims between the United States and French Republic	100,000 00
International Fishery Exhibition of 1883 at London	10,000 00
Payment of Japanese indemnity-fund	785,000 87
Miscellaneous items and reliefs	27,790 51
Total	942,429 22

MILITARY ESTABLISHMENT.

Expenses of recruiting, 1880 and prior years	$6 15
Contingencies of the Army, 1880 and prior years	82 74
Pay, &c., of the Army, 1881 and prior years	400,000 00
Subsistence of the Army, 1880 and prior years	1,105 95
Regular supplies, Quartermaster's Department, 1880 and prior years	4,833 33
Incidental expenses, Quartermaster's Department, 1880 and prior years	1,699 72
Transportation of the Army and its supplies, 1880 and prior years	147,799 86
Barracks and quarters, 1880 and prior years	1,994 20
Clothing, camp, and garrison equipage, 1880 and prior years	67
Horses for cavalry and artillery, 1880 and prior years	11,540 00
Medical and Hospital Department, 1880 and prior years	477 20
Total Military Establishment	569,539 82

NAVAL ESTABLISHMENT.

Pay of the Navy, prior to July 1, 1880	$20,787 03
Pay, miscellaneous, 1880 and prior years	2,246 69
Contingent, Bureau of Navigation, 1881	130 72
Naval Observatory, Bureau of Navigation, 1880 and prior years	29 60
Torpedoes, Bureau of Ordnance, 1884	100,000 00
Civil establishment, Bureau of Equipment and Recruiting, 1880 and prior years	54 79
Contingent, Bureau of Equipment and Recruiting, 1880 and prior years	130 08
Maintenance of yards and docks, Bureau of Yards and Docks, 1880 and prior years	28 66
Medical Department, Bureau of Medicine and Surgery, 1880 and prior years	832 88
Contingent, Bureau of Medicine and Surgery, 1880 and prior years	147 19
Provisions, Navy, Bureau of Provisions and Clothing, 1880 and prior years	3 00
Contingent, Bureau of Provisions and Clothing, 1880 and prior years	362 51
Construction and repair, Bureau of Construction and Repair, 1880 and prior years	44 40
Steam-machinery, Bureau of Steam-Engineering, 1880 and prior years	29
Machinery, double-turretted monitors, Bureau of Steam-Engineering	1,000,000 00
Testing Clark's deflective turrets, Bureau of Steam-Engineering	20,000 00
Pay, Marine Corps, prior to July 1, 1880	151 92
Fuel, Marine Corps, 1880 and prior years	24 50
Transportation and recruiting, Marine Corps, 1881	36 00
Transportation and recruiting, Marine Corps, 1880 and prior years	96 00
Contingent, Marine Corps, 1882	320 05
Contingent, Marine Corps, 1881	288 40
Contingent, Marine Corps, 1880 and prior years	475 86
Total Naval Establishment	1,146,190 57

INDIAN AFFAIRS.

Pay of Indian agents, 1880 and prior years	$359 89
Travelling expenses of Indian inspectors, 1880 and prior years	2 45
Buildings at agencies and repairs, 1882	8 26
Buildings at agencies and repairs, 1880 and prior years	56 00
Contingencies, Indian department, 1880 and prior years	939 68
Fulfilling treaties with Cherokees for lands west of the Arkansas river	300,000 00
Support of Apaches of Arizona and New Mexico, 1880 and prior years	33,682 08
Support of Chippewas of Lake Superior, 1880 and prior years	4,703 23
Support of Crows, 1880 and prior years	2,453 64

Support of D'Wamish and other allied tribes in Washington, 1880 and prior years	$36 00
Support of Indians at Fort Peck agency, 1880 and prior years	4,032 00
Support of Indians on the Malheur reservations, 1880 and prior years	35 03
Support of Kickapoos, 1882	8 16
Support of Navajoes, 1880 and prior years	8,404 56
Support of Sioux of different tribes, including Santee Sioux of Nebraska, 1883	200,000 00
Support of Sioux of different tribes, including Santee Sioux of Nebraska, 1880 and prior years	2,443 87
Support of Shoshones and Bannocks, 1880 and prior years	79 43
Incidental expenses of Indian service in Arizona, 1880 and prior years	2,358 94
Incidental expenses of Indian service in California, 1880 and prior years	20,561 82
Incidental expenses of Indian service in Colorado, 1880 and prior years	1 00
Incidental expenses of Indian service in Montana, 1880 and prior years	14 50
Incidental expenses of Indian service in New Mexico, 1880 and prior years	2,565 53
Incidental expenses of Indian service in Nevada, 1880 and prior years	2,477 20
Incidental expenses of Indian service in Oregon, 1880 and prior years	5,495 81
Incidental expenses of Indian service in Utah, 1880 and prior years	4,058 56
Incidental expenses of Indian service in Washington, 1880 and prior years	1,437 89
Transportation of Indian supplies, 1883	20,000 00
Transportation of Indian supplies, 1881	39 00
Transportation of Indian supplies, 1880 and prior years	1,047 76
Telegraphing and purchase of Indian supplies, 1881	177 64
Telegraphing and purchase of Indian supplies, 1880 and prior years	431 40
Consolidating Indian agencies, 1884	10,000 00
Indian school buildings	25,000 00
Negotiating with Sioux for modification of treaties	15,000 00
Relief of destitute Indians in Nevada	5,000 00
Appeal in Crow Dog case to United States Supreme Court	1,000 00
Payment for lands in Indian reservations in Washington	320 00
Survey and appraisement of Omaha lands, (reimbursable)	2,500 00
Survey and appraisement of Umatilla lands, (reimbursable)	2,000 00
Total Indian Affairs	678,731 33

PENSIONS.

Army pensions, 1880 and prior years	$1,065 80
Navy pensions, 1880 and prior years	221 69
Total Pensions	1,287 49

PUBLIC WORKS.

State Department—	
Monument to Baron de Kalb at Annapolis, Md	$10,000 00
Treasury Department—	
Reconstructing eastern portion, Smithsonian Institution	$50,000 00
Court-house, post office, &c., Dallas, Tex	37,500 00
Court-house, post office, &c., Jackson, Tenn	25,000 00
Court-house, post office, &c., Greensboro', N. C	25,000 00
Court-house, post office, &c., Jefferson City, Mo	100,000 00
Court-house, post office, &c., Montgomery, Ala	15,000 00
Court-house, post office, &c., Oxford, Miss.	50,000 00
Post office, &c., Council Bluffs, Iowa	50,000 00
Post office and court-house, Philadelphia, Pa	400,000 00
Barge-office building, New York city	4,000 00
Custom-house and post office, Hartford, Conn	2,000 00
Custom-house and post office, St. Louis, Mo	100,000 00
Lights on the Hudson river, New York	6,500 00
Fourteen-foot Bank light-station, Delaware bay	75,000 00
Great Shoals light-station, Maryland	15,000 00
Cape San Blas light-station, Florida	35,000 00
Dog River Bar and Choctaw Pass Channel light-station, Alabama	19,000 00
Detroit River light-station, Michigan	40,000 00
	1,049,000 00
War Department—	
State, War, and Navy Department building, (relief of Joseph Wescott & Son for granite)	$3,468 00
Completion of the Washington Monument	250,000 00
Contingencies of fortifications	158 51
Machine-guns	20,000 00
	273,626 51

Navy Department—	
Navy-yard, Mare Island, Cal	$275,000 00
Navy-yard, Brooklyn, N. Y	100,000 00
Navy-yard, Washington, D. C	15,000 00
Site for naval station and coaling depot, Port Royal, S. C	5,000 00
	395,000 00
Interior Department—	
Annual repairs of the Capitol, 1883	$2,500 00
Senate stable and engine-house, 1884	100 00
Fire-proof building for the Pension Office	150,000 00
	152,600 00
Post-Office Department—	
Post-Office Department building	$11,400 00
Department of Agriculture—	
Building, Department of Agriculture	$2,500 00
Total Public Works	1,894,126 51

POSTAL SERVICE.

Deficiency in the postal revenues, 1880 and prior years	$15,824 06
Relief act	200 00
Total Postal Service	16,024 06

MISCELLANEOUS.

Legislative—	
Payment for contesting seats in Congress	$9,508 65
Descriptive catalogue of Government publications	6,000 00
Repairs, Government Printing Office, 1884	12,500 00
Public printing and binding, 1883	20,000 00
Printing annual report (1883) of Commissioner of Agriculture	220,000 00
Removal and storage of certain material, Government Printing Office	5,000 00
Purchase of military papers, maps, &c., of the Count de Rochambeau	20,000 00
Purchase of Matthew H. Carpenter's records and briefs in Supreme-Court cases	8,000 00
	301,008 65
Executive Proper—	
Preventing the spread of epidemic diseases	$100,000 00
Treasury Department—	
Life-Saving Service, 1882	$127 47
Life-Saving Service, 1880 and prior years	175 50
Revenue-Cutter Service, 1880 and prior years	8 71
Building or purchase of such vessels as may be required for the revenue service prior to July 1, 1880	2,010 00
Printing portraits of Hons. B. H. Hill, W. M. Lowe, and G. S. Orth	1,600 00
Coast and Geodetic Survey, (western division,) 1880 and prior years	4 20
Coast-Survey steamer for Pacific coast	100,000 00
Observations, eclipse of the sun	5,000 00
Alteration of dies, plates, and stamps	20,000 00
Punishment for violations of internal-revenue laws, 1880 and prior years	1,754 58
Contingent expenses, Independent Treasury, 1880 and prior years	32
Expenses of national currency, 1883	25,000 00
Redemption of worn and mutilated United States notes, 1882	971 00
Storage of silver	100,000 00
Loss on recoinage of minor coins, 1884	1,000 00
Fuel, lights, and water for public buildings, 1880 and prior years	280 50
Suppressing counterfeiting and other crimes, 1880 and prior years	35 00
Control and protection of property acquired under direct-tax laws, 1884	500 00
Salaries and expenses, National Board of Health	485 22
Propagation of food-fishes, 1882 and prior years	3,740 00
Payment of surplus proceeds of lands sold for direct taxes	190,000 00
Miscellaneous items, refunds, and reliefs	69,379 37
	522,071 87

District of Columbia—	
Improvements and repairs, 1882	$3,500 00
Furniture and fixtures, buildings for Columbia Hospital for Women, 1884	5,000 00
Children's Hospital, 1884	5,000 00
Saint Ann's Infant Asylum, 1884	5,000 00
National Association for Colored Women and Children, 1884	7,000 00
National Association for Colored Women and Children, building, 1884	20,000 00
Women's Christian Association, 1884	5,000 00
Saint John's Church Orphanage, 1884	1,500 00
Washington Asylum, support, 1882	124 61
Transportation of paupers and prisoners, 1882	72 49
Salaries and contingent expenses, offices of the District, 1882	113 30
Salaries and contingent expenses, offices of the District, 1880 and prior years	96 00
Salaries, temporary clerks, offices of the District, 1883 and 1884	2,500 00
Public schools, 1883	4,500 00
Public schools, 1882	2,226 74
Metropolitan police, 1883	500 00
Fire department, 1882	165 66
Health department, 1882	130 37
Streets, 1882	2,116 83
Courts, 1883	400 00
Establishment of a free public highway in the District of Columbia	3,000 00
Water-mains for protection of the Government Printing Office	1,750 00
	69,696 00
War Department—	
Pay of two and three year volunteers, 1871 and prior years	$150,000 00
Bounty to volunteers, their widows and legal heirs, 1871 and prior years	150,000 00
Bounty under act of July 28, 1866, 1880 and prior years	60,000 00
Purchase of Sawyer's patent for canister-shot	25,000 00
Observation and exploration in the arctic seas	33,000 00
Purchase of the Arlington estate	150,000 00
Road from Chattanooga to the national cemetery, Tenn	2,500 00
Support of military prison at Fort Leavenworth, Kansas	7,229 20
Refunding to States expenses incurred in raising volunteers	148,160 92
Refund to State of Georgia for money expended for common defence in 1777	35,555 42
Reimbursing State and citizens of California for expenses in suppressing Modoc Indian hostilities	4,441 33
Reimbursing State of Oregon for expenses in suppressing Modoc Indian hostilities	70,268 08
Horses and other property lost in the military service, prior to July 1, 1880	32,781 94
Commutation of rations to prisoners of war in rebel States, prior to July 1, 1880	13,776 25
Claims for quartermaster's stores and commissary supplies, (act July 4, 1864)	299,036 45
Miscellaneous items and reliefs	25,730 41
	1,207,480 00
Navy Department—	
Furniture, State, War, and Navy Department building, 1883 and 1884	$25,000 00
Navy-yards commission	2,500 00
Payment of Japanese award	140,000 00
Payment of captain and owners of the "North Star" for rescue of crew of U. S. S. "Rodgers"	20,000 00
Reward for services to officers and crew of U. S. S. "Rodgers"	3,000 00
Expenses in connection with arctic exploring expedition	12,504 64
Payment to Potomac Steamboat Company for damages by collision	19,957 15
Miscellaneous items and reliefs	13,036 47
	235,998 26
Interior Department—	
Expenses of the Tenth Census	$200,000 00
Heating apparatus, building for Pension Office, 1884	40,000 00
Preservation of collections, Natioual Museum, 1883	4,112 82
Repairs of adobe palace, New Mexico, 1884	600 00
Salaries and commissions of registers and receivers, 1883	20,000 00
Depredations on public timber, 1880 and prior years	832 86
Surveying the public lands, 1882	1,103 19
Surveying the public lands, 1881	2,502 35
Surveying the public lands, 1880 and prior years	1,330 51
Surveying private-land claims in California, 1880 and prior years	25 02
Surveying the northern boundary of Wyoming, 1880	1,000 00
Sale of Fort Larned military reservation, Kansas	2,500 00
Miscellaneous items and reliefs	11,767 72
	285,774 47

Department of Justice—	
Expenses of Territorial courts in Utah, 1880 and prior years	$12 00
Expenses of United States courts, 1883	150,000 00
Expenses of United States courts, 1880	7,424 56
Expenses of United States courts, 1879 and prior years	6,131 10
Payment of special deputy marshals at Congressional elections, 1881 and prior years	7,782 00
Fees of supervisors of elections, prior to July 1, 1880	300 00
Support of convicts, 1880 and prior years	748 00
Payment to Henry Fink, United States marshal	108 80
	172,506 46
Total Miscellaneous	2,894,535 71

RECAPITULATION.

Legislative Establishment	$139,684 96
Executive Establishment	98,728 46
Judicial Establishment	17,072 01
Foreign Intercourse	942,429 22
Military Establishment	569,539 82
Naval Establishment	1,146,190 57
Indian Affairs	678,731 33
Pensions	1,287 49
Public Works	1,894,126 51
Postal Service	16,024 06
Miscellaneous	2,894,535 71
Grand Total	8,398,350 14

STATEMENT OF THE PROCEEDS OF GOVERNMENT PROPERTY, PUBLISHED IN CONFORMITY TO THE FOLLOWING PROVISIONS OF LAW:

All proceeds of sales of old material, condemned stores, supplies, or other public property of any kind, except the proceeds of the sale or leasing of marine hospitals, or of the sales of revenue-cutters, or of the sales of commissary stores to the officers and enlisted men of the Army, or of materials, stores, or supplies sold to officers and soldiers of the Army, or of the sale of condemned Navy clothing, or of the sales of materials, stores, or supplies to any exploring or surveying expedition authorized by law, shall be deposited and covered into the Treasury as miscellaneous receipts on account of "proceeds of Government property," and shall not be withdrawn or applied, except in consequence of a subsequent appropriation made by law. A detailed statement of the proceeds of all sales of old material, condemned stores, supplies, or other public property of any kind, shall be included in the Appendix to the Book of Estimates.—(R. S., pages 713, 722, sections 3618, 3672; act February 27, 1877, 19 Stats., 249.)

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1882.						
3d quarter....	950	M. W. Lyon, Lieut. Ord	Ordnance stores	Ordnance	$46 00	
	951	J. C. Ayres, Lieut. Ord	do	do	56 18	
						$102 18
	952	R. J. Gibson, Asst. Surg	Bedding	Medical	3 55	
	953	L. Y. Loving, Asst. Surg	Instruments, &c	do	171 70	
	954	L. Y. Loving, Asst. Surg	do	do	25	
	955	R. C. Newton, Asst. Surg	do	do	24 25	
	956	S. M. Horton, Asst. Surg	Bedding	do	12 75	
	957	N. Strong, Asst. Surg	Furniture	do	7 20	
	958	J. R. Gibson, Surgeon	Instruments, &c	do	6 76	
	959	J. Simons, Surgeon	Furniture, &c	do	75	
	960	G. McCreery, Asst. Surg	do	do	3 03	
						230 24
	961	G. S. Hoyt, Lieut., A. A. Q. M	Clothing and equipage	Quartermaster's Dept	48 32	
	962	J. Ulis, Lieut., A. A. Q. M	do	do	119 00	
	963	A. P. Blunt, Capt., A. Q. M	do	do	143 88	
	964	A. P. Blunt, Capt., A. Q. M	do	do	745 26	
	965	W. H. Gill, Capt., M. S. K	do	do	258 00	
	966	G. A. Hull, Capt., M. S. K	do	do	3,786 44	
	967	J. McE. Hyde, Lieut., A. A. Q. M	Cavalry and artillery horses	do	20 00	
	968	A. M. Palmer, Lieut., A. A. Q. M	do	do	117 00	
	969	H. C. Hodges, Lieut. Col	do	do	1,047 00	
	970	J. L. Wilson, 1st Lieut. 4th Art	do	do	20 00	
	971	D. C. Pearson, Lieut., A. A. Q. M	do	do	10 00	
	972	F. H. Hathaway, Capt., A. A. Q. M	do	do	310 00	
	973	E. P. Andrus, Lieut., A. A. Q. M	do	do	35 00	
	974	J. B. Goe, Lieut., A. A. Q. M	do	do	26 00	
	975	W. Mitchell, Lieut., A. A. Q. M	Quartermaster's stores	do	151 00	
	976	R. G. Shaw, Lieut., A. A. Q. M	do	do	6 50	
	977	W. H. Miller, Lieut., A. A. Q. M	do	do	136 00	
	978	F. E. Phelps, Lieut. 8th Cav	do	do	144 60	
	979	W. W. Daugherty, Lieut., A. A. Q. M	do	do	41 00	
	980	M. C. Wessels, Lieut., A. A. Q. M	do	do	9 00	
	981	F. H. Mills, Lieut., A. A. Q. M	do	do	7 50	
	982	F. M. H. Kendrick, Lieut., A. A. Q. M	do	do	99 00	
	983	J. D. Nickerson, Lieut., A. A. Q. M	do	do	41 00	
	984	R. N. Batchelder, Dep. Q. M. G	do	do	50 00	
	985	E. Davis, Lieut., A. A. Q. M	do	do	126 00	
	986	E. J. Strong, Capt., A. Q. M	do	do	18 00	
	987	W. H. Hamner, Lieut., A. A. Q. M	do	do	2 75	
	988	A. M. Palmer, Lieut., A. A. Q. M	do	do	350 00	
	989	M. F. Goodwin, Lieut., A. A. Q. M	do	do	5 97	
	990	J. L. Wilson, Lieutenant	do	do	6 04	
	991	F. Thorp, Lieut., A. A. Q. M	do	do	19 75	
	992	F. F. Eastman, Lieut., A. A. Q. M	do	do	5 28	
	993	H. A. Reed, Lieut., A. A. Q. M	do	do	16 44	
	994	M. F. Waltz, Lieut., A. A. Q. M	do	do	428 00	
	995	J. M. Stotsenburg, Lieut., A. A. Q. M	do	do	830 00	
	996	J. W. Scully, Capt., A. Q. M	do	do	23 87	
	997	G. A. Hull, Capt., M. S. K	do	do	601 63	
	998	J. McE. Hyde, Lieut., A. A. Q. M	do	do	399 00	
	999	W. W. Wotherspoon, Lieut., A. A. Q. M	do	do	63 00	
	1000	H. M. Kendall, Capt., A. A. Q. M	do	do	100 00	
	1001	D. H. Clark, Lieut., A. A. Q. M	do	do	61 95	
	1002	D. H. Clark, Lieut., A. A. Q. M	do	do	127 65	
	1003	J. C. Dent, Lieut., A. A. Q. M	do	do	556 70	
	1004	F. D. Sharp, Lieut., A. A. Q. M	do	do	1,087 00	
	1005	M. F. Goodwin, Lieut., A. A. Q. M	do	do	667 91	
	1006	P. Hasson, Lieut., A. A. Q. M	do	do	226 50	
	1007	F. H. Mills, Lieut., A. A. Q. M	do	do	225 51	
	1008	J. Rockwell, jr., Lieut., A. A. Q. M	do	do	45 25	
	1009	E. E. Hardin, Lieut., A. A. Q. M	do	do	16 05	
	1010	D. Robinson, Lieut., A. A. Q. M	do	do	62 10	
	1011	W. H. Baldwin, Lieut., A. A. Q. M	do	do	196 47	
	1012	G. S. Hoyt, Lieut., A. A. Q. M	do	do	1,623 26	
	1013	G. S. Hoyt, Lieut., A. A. Q. M	do	do	250 27	
	1014	Wm. Mitchell, Lieut., A. A. Q. M	do	do	130 00	

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1882.						
3d quarter....	1015	E. P. Andrus, Lieut., A. A. Q. M	Quartermaster's stores	Quartermaster's Dept....	$867 90	
	1016	W. P. Hall, Lieut., A. A. Q. M	do	do	1,140 70	
	1017	J. Scott, Lieut., A. A. Q. M	do	do	538 20	
	1018	F. L. Shoemaker, Capt. 4th Cav	do	do	237 20	
	1019	W. W. Tyler, Lieut., A. A. Q. M	do	do	247 23	
	1020	C. D. Cowles, Lieut., A. A. Q. M	do	do	689 40	
	1021	A. M. Patch, Lieut., A. A. Q. M	do	do	679 70	
	1022	J. M. Ross, Lieut., A. A. Q. M	do	do	13 40	
	1023	H. Catley, Lieut., A. A. Q. M	do	do	65 80	
	1024	J. F. R. Landis, Lieut., A. A. Q. M	do	do	83 00	
	1025	S. C. Vedder, Lieut. 19th Inf	do	do	38 40	
	1026	L. E. Campbell, Capt., A. Q. M	do	do	1,182 25	
	1027	W. W. Daugherty, Lieut. 22d Inf	do	do	646 70	
	1028	J. H. Gustin, Lieut., A. A. Q. M	do	do	57 00	
	1029	J. Gilliss, Maj., Q. M	do	do	5 03	
						$22,135 76
	1030	C. H. Hoyt, Capt., A. Q. M	Old iron	Military Academy		22 38
	1031	A. Stickney, Maj. Eng	do	Engineer	165 70	
	1032	G. Weitzel, Lieut. Col. Eng	Lake-survey charts	do	59 70	
						225 40
	1033	B. H. Gilman, Lieutenant	Engine	Signal	25 00	
	1034	S. P. Rounds, Public Printer	Old press and type	Public Printer	430 00	
	1035	R. C. Morgan, Dis. Clk	Laws	State	1,151 22	
	1036	A. Webster, Chf. Clk	Waste paper	Treasury	83 93	
	1037	E. Elliott, Asst. Coast Survey	Buggy, harness, &c	Coast Survey	38 70	
	1038	O. H. Irish, Chief	Waste paper	Engraving and Printing	128 13	
	1039	T. Cordis, Collector Int. Rev	Blotting-pads, &c	Independent Treasury	12 00	
						1,868 98
	1040	T. Brown, Superintendent	Old copper	Sub-treasury, Boston	147 00	
	1041	M. P. Kennard, Custodian	Old grate, wire, &c	do	23 24	
						170 24
	1042	M. V. Davis, Superintendent	Old iron, lead, &c	Mint	143 99	
	1043	G. W. Stoner	Old iron, copper, &c	Marine Hospital	6 16	
						150 15
	1044	J. A. P. Allen, Collector	Old stoves, carpets, &c	Customs	1 86	
	1045	W. N. S. Sanders, Collector	do	do	3 00	
	1046	G. W. Howe, Collector	Old coin scales	do	5 00	
	1047	A. W. Bash, Collector	Old safe, furniture	do	34 28	
	1048	W. H. Hunt, jr., Collector	Old furniture	do	15 00	
	1049	A. Wolf, Surveyor	Desks, buildings, &c	do	509 95	
	1050	N. B. Nutt, Collector	Old bricks	do	2 00	
	1051	J. Hurst, Collector	Old furniture	do	10 00	
	1052	J. W. Burke, Collector	Old carpets	do	21 85	
	1053	A. Tibbets, Collector	Furniture	do	2 95	
	1054	E. L. Sullivan, Collector	Old scales	do	9 75	
						615 64
	1055	S. Hannaford, Superintendent	Old iron	Custom-house and post office, Cincinnati.	363 16	
	1056	G. H. Gilbert, Superintendent	Blocks, ladders, &c	Custom-house and post office, Hartford.	65 24	
	1057	C. H. Sease, Superintendent	Barrels	Custom-house and post office, Memphis.	100 00	
						528 40
	1058	John Best	Lumber, ladders, &c	Court-house and post office, Utica.	32 87	
	1059	H. Brann	Iron	Court-house and post office, Baltimore.	5 80	
	1060	J. De Haven	Timber, &c	Court-house and post office, Harrisburg.	104 00	
						142 67
	1061	R. Joseph, Dis. Clk	Photographic material	Geological Survey	190 50	
	1062	R. Joseph, Dis. Clk	Waste paper	Interior	385 35	
						575 85
	1063	W. R. Durfee, Indian Agent	Mill machinery	Indian	286 00	
	1064	J. J. Critchlow, Indian Agent	Hay, &c	do	399 50	
						685 50
	1065	T. S. Thompson, Paymaster	Condemned stores	Provisions and Clothing	4,067 07	
	1066	C. D. Mansfield, Paymaster	do	do	77 00	
	1067	F. H. Arms, Paymaster	do	do	287 93	
	1068	Z. T. Brown, P. A. Paymaster	do	do	78 95	
						4,510 95
	1069	W. B. Slack, Quartermaster	Clothing	Marine	22 00	
	1577	Chas. S. Smith, Captain	Ordnance stores	Ordnance	54	
						22 54
	1578	R. N. Batchelder, Major	Clothing and equipage	Quartermaster's Dept	26 00	
	1579	C. W. Foster, Captain	do	do	75	
	1580	J. M. Califf, First Lieut. 3d Art	do	do	19 40	
	1581	G. F. Cooke, Lieut., A. A. Q. M	do	do	12 18	
	1582	H. C. Hodges, Lieut. Col	do	do	227 00	
	1583	H. T. Leggett, Lieut., A. A. Q. M	do	do	3 00	

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1882.						
3d quarter....	1584	Alfred Reynolds, Lieut., A. A. Q. M.....	Clothing and equipage.....	Quartermaster's Dept.....	$23 68	
	1585	J. S. Marsteller, Lieut., A. A. Q. M.....	.....do.....	.....do.....	18 43	
	1586	S. R. Colladay, Lieut., A. A. Q. M.....	.....do.....	.....do.....	89 15	
	1587	T. E. Phelps, Lieut., A. A. Q. M.....	.....do.....	.....do.....	321 25	
	1588	S. L. Woodward, Lieut., A. A. Q. M.....	.....do.....	.....do.....	134 75	
	1589	R. R. Stevens, Lieut., A. A. Q. M.....	.....do.....	.....do.....	119 97	
	1590	R. H. Day, Lieut., A. A. Q. M.....	.....do.....	.....do.....	1,139 49	
	1591	J. T. Morrison, Lieut., A. A. Q. M.....	.....do.....	.....do.....	80 65	
	1592	E. B. Kirk, Capt., A. Q. M.....	.....do.....	.....do.....	105 65	
	1593	Fred'k Fuger, Lieut., A. A. Q. M	.....do.....	.....do.....	194 61	
	1594	G. F. Cooke, Lieut., A. A. Q. M.....	.....do.....	.....do.....	336 44	
	1595	H. C. Hodges, Lieut. Col.....	.....do.....	.....do.....	111 75	
						$2,964 15
	1596	C. B. Comstock, Lieut. Col.....	Engineering tools and office-furniture.	Engineer.....	241 97	
	1597	J. M. Wilson, Major.....	Anchors, tools, &c.....	.....do.....	108 70	
	1598	A. Stickney	Old iron.....	.....do.....	68 60	
	1599	W. H. Hener, Captain.....	United States dredge-boat "Essayors," &c.	.....do.....	10,250 00	
						10,669 27
	1600	W. T. Kent, Superintendent.....	Furniture, &c.....	Paymaster-General.....	.....	56 38
	1601	S. P. Rounds, Public Printer.....	Leather scraps.....	Public Printer.....	.....	37 62
	1602	Amos Webster, Chf. Clk.....	Waste paper.....	Treasury	191 39	
	1603	Amos Webster, Chf. Clk.....	.....do.....	.....do.....	152 50	
						343 89
	1604	O. H. Irish, Chief.....	Mixed paper, &c.....	Engraving and Printing..	127 33	
	1605	M. V. Davis, Superintendent.....	Ashes, cinders, &c.....	Mints.....	1 15	
	1606	A. F. Rodgers, Asst. U. S. Coast Survey..	Two horses.....	Coast Survey	180 00	
	1607	N. W. Spalding, Asst. Treasurer U. S.....	Shades, oil-cloth, and carpet.....	Independent Treasury ...	34 35	
						342 83
	1608	T. N. Van Valkenburgh, Sup. Ins. S. V..	Furniture	Steamboat-Insp. Service..	12 36	
	1609	Dickson Learmonth, Local Inspector.....	.....do.....	.....do.....	20 98	
						33 34
	1610	G. W. Stoner, M. D.....	Old pewter, battery, &c.....	Marine Hospital.....	.....	3 24
	1611	J. Hirst, Collector Customs.....	Old revenue-boat.....	Customs.....	45 00	
	1612	J. Spalding, Collector Customs.....	Furniture	.....do.....	37 44	
	1613	L. M. Morrill, Collector Customs.....	.....do.....	.....do.....	75 02	
	1614	Wm. A. Baldwin, Collector Customs	.....do.....	.....do.....	4 95	
						162 41
	1615	G. H. Gilbert, Superintendent.....	Elevator-block, &c	Custom-house and post office, Hartford, Ct.	59 67	
	1616	J. G. Hill, Sup'g Architect.....	Jack	Custom-house, Chicago...	51 25	
						110 92
	1617	W. D. Wheeler, Indian Agent.....	Beef.....	Indian	9 45	
	1618	W. B. Slack, Maj., Q. M. Marine Corps...	Clothing, Marine Corps.....	Marine Corps	13 75	
						23 20
	2205	E. McClellan, Maj., Post Surg.....	Instruments.....	Medical.....	2 36	
	2206	J. B. W. Gardiner, Asst. Surg.....	Bedding	.....do.....	4 50	
	2207	W. Webster, Surgeon.....	Bedding, furniture, &c.....	.....do.....	6 55	
	2208	L. W. Crampton, Asst. Surg.....	Furniture	.....do.....	10 00	
	2209	C. Richard, Asst. Surg.....	Furniture and bedding.....	.....do.....	18 50	
	2210	J. A. Finley, Asst. Surg	Bedding, instruments.....	.....do.....	15 00	
						56 91
	2211	A. Barrett, Capt., M. S. K.....	Clothing and equipage.....	Quartermaster's Dept.....	22,800 00	
	2212	A. Barrett, Capt., M. S. K.....	.....do.....	.....do.....	28,800 00	
	2213	F. H. Hathaway, Capt., A. Q. M.....	.....do.....	.....do.....	36 96	
	2214	E. Davis, Lieut., A. A. Q. M.....	.....do.....	.....do.....	20	
	2215	F. J. Patten, Lieut., A. A. Q. M	Cavalry and artillery horses.....	.....do.....	47 00	
	2216	J. W. Summerhays, Lieut., A. A. Q. M..	.....do.....	.....do.....	164 00	
	2217	J. McE. Hyde, Lieut., A. A. Q. M.....	.....do.....	.....do.....	31 00	
	2218	E. B. Grimes, Maj., Q. M.....	.....do.....	.....do.....	768 00	
	2219	W. W. Tyler, Lieut., A. A. Q. M.....	.....do.....	.....do.....	187 20	
	2220	J. B. Goe, Lieut. 13th Inf.....	.....do.....	.....do.....	198 50	
	2221	W. H. Miller, Lieut., A. A. Q. M.....	.....do.....	.....do.....	388 00	
	2222	W. W. Daugherty, Lieut. 22d Inf.....	.....do.....	.....do.....	78 00	
	2223	M. C. Wessels, Lieut., A. A. Q. M.....	Quartermaster's stores.....	.....do.....	50 00	
	2224	D. D. Wheeler, Capt., A. Q. M.....	.....do.....	.....do.....	159 60	
	2225	J. Carland, Lieut., A. A. Q. M.....	.....do.....	.....do.....	41 50	
	2226	E. S. Dudley, Lieut., A. A. Q. M.....	.....do.....	.....do.....	36 25	
	2227	H. C. Hodges, Col., Dep. Q. M. Gen.....	.....do.....	.....do.....	287 00	
	2228	G. T. T. Patterson, Lieut. 14th Inf.....	.....do.....	.....do.....	5 45	
	2229	F. Thorp, Lieut. 5th Art.....	.....do.....	.....do.....	16 05	
	2230	C. W. Hobbs, Lieut. 3d Art.....	.....do.....	.....do.....	229 96	
	2231	F. W. Mansfield, Lieut. 11th Inf.....	.....do.....	.....do.....	70 90	
	2232	M. F. Waltz, Lieut., A. A. Q. M	.....do.....	.....do.....	60	
	2233	J. L. Wilson, Lieut. 4th Art	.....do.....	.....do.....	6 05	
	2234	H. M. Kendall, Capt., A. Q. M.....	.....do.....	.....do.....	155 00	
	2235	C. P. Miller, Lieut. 4th Art.....	.....do.....	.....do.....	10 00	
	2236	D. C. Pearson, Lieut. 2d Cav.....	.....do.....	.....do.....	1 25	
	2237	F. D. Sharp, Lieut., A. A. Q. M.....	.....do.....	.....do.....	66 25	

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1882.						
3d quarter....	2238	W. S. Schuyler, Lieut., A. A. Q. M.....	Quartermaster's stores.....	Quartermaster's Dept....	$20 00	
	2239	G. B. Davis, Lieut., A. A. Q. M.....	.....do.....	.....do.....	1,163 30	
	2240	J. B. Goe, Lieut., A. A. Q. M.....	.....do.....	.....do.....	294 00	
	2241	J. Mio, Lieut., A. A. Q. M.....	.....do.....	.....do.....	85 00	
	2242	E. A. Ellis, Lieut., A. A. Q. M.....	.....do.....	.....do.....	117 56	
						$56,314 58
	2243	A. Mackenzie, Maj. Eng.....	Two horses.....	Engineers	41 50	
	2244	W. Ludlow, Maj. Eng.....	Lead, copper, &c.....	.....do.....	367 00	
						408 50
	2245	R. Craig, Lieut. and D. O.....	Engine	Signal.....	150 00	
	2246	G. S. Grimes, Lieut. 2d Art.....	Telegraph material.....	.....do.....	12 25	
						162 25
	2247	C. B. Penrose, Capt., C. S.....	Furniture.....	Subsistence.....	41 27	
	2248	J. G. Nicolay, Marshal	Desk.....	Supreme Court.....	25 00	
	2249	J. B. Hill, U. S. Marshal.....	Furniture.....	Department of Justice...	43 60	
						109 87
	2250	S. P. Rounds, Public Printer.....	Cloth and leather scraps.....	Public Printer.....	28 87	
	2251	S. P. Rounds, Public Printer.....	Two horses, &c	.....do.....	88 92	
	2252	S. P. Rounds, Public Printer.....	One horse	.....do.....	60 00	
						177 79
	2253	O. H. Irish, Chief.....	Mixed paper.....	Engraving and Printing..	.....	88 05
	2254	W. B. Morgan, D. A	Charts, &c.....	Coast Survey	2,791 96	
	2255	W. B. Morgan, D. A	Horses, bedding.....	.....do.....	328 95	
	2256	W. B. Morgan, D. A	Charts, &c.....	.....do.....	959 64	
						4,080 55
	2257	A. L. Snowden, Superintendent	Old iron, pulley, &c.....	Mint	182 37	
	2258	E. F. Burton, Superintendent	Old lead, copper, &c.....	.....do.....	845 12	
						1,027 49
	2259	J. D. McCutcheon, Secretary.....	Old furniture.....	Montana Territory	144 20	
	2260	G. Brown, Capt., U. S. N.....	Iron, buoys, tanks, &c.....	Light-House Service.....	787 88	
	2261	W. H. Long, Surgeon	Old bedstead, &c.....	Marine Hospital.....	5 10	
						937 18
	2262	D. V. Bell, Collector	Old elevator-engine.....	Customs	166 00	
	2263	C. Y. Osborn, Collector	Old furniture.....	.....do.....	2 50	
	2264	J. Campbell, Collector.....	Wood lattice.....	.....do.....	15 00	
	2265	J. Collins, Collector.....	Revenue-boat sail	.....do.....	15 00	
	2266	A. Woolf, Surveyor	Office-furniture	.....do.....	28 15	
	2267	B. C. Cook, Collector.....	.....do.....	.....do.....	6 00	
	2268	R. Worthington, Collector	Old iron presses.....	.....do.....	38	
	2269	C. H. Odell, Collector.....	Old furnaces.....	.....do.....	11 00	
						244 03
	2270	S. Hannaford, Superintendent.....	Derricks	Custom-house and post office, Cincinnati.	80 00	
	2271	J. McArthur., jr., Superintendent	Old frame building.....	Court-house and post office, Philadelphia.	50 00	
	2272	T. R. Jackson, Superintendent.....	Old pump and iron.....	Court-house and post office, New York.	471 44	
	2273	M. L. Malone, Superintendent.....	Lumber and brick.....	Court-house and post office, Pittsburgh.	101 79	
	2274	J. De Haven, Superintendent.....	Old granite and fence	Post office, Harrisburg...	107 00	
	2275	G. B. Loring, Commissioner.....	Boilers, roofing, &c.....	Agriculture.....	222 50	
	2276	R. Joseph, Dis. Clk.....	Waste paper.....	Interior	192 74	
	2277	C. Thomas, D. A.....	Old furniture.....	Ethnology.....	35 85	
	2278	A. R. Smith, Sp'l Indian Agent	Flour, (Malheur Agency).....	Indian.....	2,393 30	
						3,654 62
						113,995 95
1882.						
4th quarter...	1006	J. C. Ayres, Lieut. Ord. Dept	Ordnance stores.....	Ordnance	6 00	
	1007	J. C. Ayres, Lieut. Ord. Dept	.....do.....	.....do.....	16 89	
	1008	M. W. Lyon, Lieut. Ord. Dept.....	.....do.....	.....do.....	7 00	
						$29 89
	1009	G. M. Kober, A. A. Surg	Bedding, furniture.....	Medical and Hospital.....	59 50	
	1010	L. N. Clark, A. A. Surg.....	.....do.....	.....do.....	13 32	
	1011	H. S. Turrill, Asst. Surg.....	Furniture.....	.....do.....	55	
	1012	F. Meacham, Asst. Surg.....	Instruments, furniture, &c.....	.....do.....	1 05	
	1013	D. Weisel, Asst. Surg.....	Furniture and bedding	.....do.....	3 15	
	1014	J. M. Banister, Asst. Surg.....	Hospital property	.....do.....	25	
	1015	J. E. Summers, A. A. Surg	Furniture.....	.....do.....	6 25	
	1016	J. O. Skinner, Asst. Surg	Furniture and bedding.....	.....do.....	7 00	
	1017	D. M. Appel, Asst. Surg.....	Bedding.....	.....do.....	19 50	
	1018	Louis Brechemin, Asst. Surg.....	.....do.....	.....do.....	3 00	
	1019	J. F. Hammond, Surgeon.....	Furniture, &c.....	.....do.....	3 00	
	1020	B. D. Taylor, Asst. Surg.....	Furniture, bedding, &c	.....do.....	17 00	
	1021	W. H. Gardner, Asst. Surg.....	.....do.....	.....do.....	6 20	
	1022	C. R. Greenleaf, Surgeon.....	Instruments and furniture	.....do.....	11 75	
	1023	E. F. Gardner, Asst. Surg.....	.....do.....	.....do.....	6 30	
	1024	J. D. Hall, Asst. Surg.....	Bedding, &c.....	.....do.....	2 35	
	1025	W. S. Tremain, Surgeon.....	Miscellaneous articles.....	.....do.....	23	
						160 40

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1882.						
4th quarter...	1026	D. A. Frederick, Lieut. 7th Inf.	Clothing and equipage	Quartermaster's Dept.	$13 50	
	1027	Geo. S. Hoyt, Lieut., A. A. Q. M.	do	do	74 41	
	1028	A. S. M. Morgan, Capt., A. Q. M.	do	do	2 50	
	1029	R. H. Day, Lieut., A. A. Q. M.	do	do	12 64	
	1030	F. H. Hathaway, Capt., A. Q. M.	do	do	38 97	
	1031	Geo. S. Hoyt, Lieut., A. A. Q. M.	do	do	24 46	
	1032	F. H. Hathaway, Capt., A. Q. M.	do	do	3 90	
	1033	R. N. Batchelder, Dep. Q. M. Gen	do	do	18 38	
	1034	W. H. Gill, Capt., M. S. K.	do	do	101 06	
	1035	J. L. Chamberlin, Lieut., A. A. Q. M.	do	do	50	
	1036	C. F. Humphrey, Capt., A. Q. M.	Cavalry and artillery horses	do	268 50	
	1037	Patrick Hasson, Lieut., A. A. Q. M	do	do	58 00	
	1038	D. C. Pearson, Lieut., A. A. Q. M	do	do	65 00	
	1039	T. S. Mumford, Lieut, A. A. Q. M.	do	do	97 50	
	1040	J. C. Dart, Lieut., A. A. Q. M.	do	do	11 00	
	1041	D. H. Brush, Lieut., A. A. Q. M.	do	do	1,183 00	
	1042	B. A. Byrne, Lieut., A. A. Q. M.	do	do	623 96	
	1043	S. L. Woodward, Lieut., A. A. Q. M.	do	do	414 00	
	1044	S. R. Colladay, Lieut., A. A. Q. M.	do	do	177 00	
	1045	C. D. Cowles, Lieut., A. A. Q. M	Quartermaster's stores	do	268 00	
	1046	E. A. Ellis, Lieut. 8th Cav	do	do	153 50	
	1047	C. A. Earnest, Lieut., A. A. Q. M.	do	do	30 00	
	1048	H. C. Hodges, Col., Dep. Q. M. Gen	do	do	61 00	
	1049	D. E. McCarthy, Lieut., A. A. Q. M.	do	do	106 90	
	1050	Wm. Hoffman, Lieut., A. A. Q. M.	do	do	116 00	
	1051	James Brennan, Lieut., A. A. Q. M.	do	do	147 50	
	1052	S. R. Colladay, Lieut., A. A. Q. M.	do	do	88 75	
	1053	E. D. Thomas, Lieut., A. A. Q. M.	do	do	1,052 00	
	1054	J. H. Lord, Capt., A. Q. M.	Quartermaster's stores at Fort Sanders.	do	6,037 00	
	1055	Wm. Mitchell, Lieut., A. A. Q. M.	Quartermaster's stores	do	59 40	
	1056	John Scott, Lieut., A. A. Q. M.	do	do	133 50	
	1057	L. R. Hare, Lieut., A. A. Q. M	do	do	62 64	
	1058	G. L. Scott, Lieut., A. A. Q. M	do	do	1 40	
	1059	E. A. Ellis, Lieut., A. A. Q. M.	do	do	17 20	
	1060	R. N. Batchelder, Dep. Q. M. Gen.	do	do	28 85	
	1061	R. N. Batchelder, Dep. Q. M. Gen.	do	do	1,225 75	
	1062	Sebree Smith, Lieut., A. A. Q. M.	do	do	28 45	
	1063	C. W. Foster, Capt., A. Q. M.	do	do	5 32	
	1064	Wm. A. Kobbe, Lieut. 3d Art.	do	do	44 30	
	1065	T. R. Adams, 1st Lieut. 5th Art.	do	do	23 50	
	1066	W. H. Carter, Lieut., A. A. Q. M	do	do	1,184 14	
	1067	C. F. Humphrey, Capt., A. Q. M.	do	do	157 60	
	1068	Frank Thorp, Lieut., A. A. Q. M.	do	do	19 50	
	1069	S. R. Jones, Lieut., A. A. Q. M.	do	do	20 47	
	1070	C. L. Hodges, A. A. Q. M.	do	do	47 75	
	1071	A. P. Blunt, Capt., A. Q. M.	do	do	1 05	
	1072	A. Barrett, Capt., M. S. K.	do	do	1,110 34	
	1073	G. Barrett, Lieut., A. A. Q. M	do	do	9 65	
	1074	John Drum, Lieut., A. A. Q. M.	do	do	51 85	
	1075	L. R. Hare, Lieut., A. A. Q. M.	do	do	394 85	
	1076	D. F. Stiles, Lieut., A. A. Q. M.	do	do	4 50	
	1077	F. E. Phelps, Lieut., A. A. Q. M.	do	do	6 60	
	1078	Jno. H. Wills, Lieut., A. A. Q. M.	do	do	93 75	
	1079	L. H. Strother, A. A. Q. M	do	do	34 85	
	1080	E. B. Hubbard, Capt., A. Q. M.	do	do	1,131 91	
	1081	E. B. Grimes, Maj., Q. M.	do	do	411 00	
	1082	M. C. Wessels, Lieut., A. A. Q. M.	do	do	85 25	
	1083	R. W. Hoyt, Lieut., A. A. Q. M.	do	do	93 10	
	1084	T. F. Forbes, Lieut., A. A. Q. M.	do	do	452 45	
	1085	D. D. Wheeler, Capt., A. Q. M.	do	do	266 62	
	1086	F. P. Avery, Lieut., A. A. Q. M.	do	do	329 50	
	1087	F. B. Jones, Lieut., A. A. Q. M.	do	do	96 40	
	1088	W. P. Hall, Lieut., A. A. Q. M.	do	do	1 90	
	1089	T. S. McCaleb, Lieut., A. A. Q. M.	do	do	1,298 25	
	1090	H. Catley, Lieut., A. A. Q. M.	do	do	95 00	
	1091	Wm. Gerlach, Lieut., A. A. Q. M	do	do	6 10	
						$20,283 62
	1092	F. N. Farquhar, Major	Lake-survey charts	Engineers		71 10
	1093	E. McPherson, Clerk	Waste paper	House Representatives	287 69	
	1094	W. P. Brownlow, Book-keeper	do	do	456 00	
						743 69
	1095	S. P. Rounds, Public Printer	Leather scraps, &c	Public Printer	27 20	
	1096	S. P. Rounds, Public Printer	Old type	do	56 80	
						84 00
	1097	R. C. Morgan, Dis. Clk.	Coupé	State		45 00
	1098	Amos Webster, Chf. Clk.	Furniture, carpets, &c.	Treasury	2,182 90	
	1099	Amos Webster, Chf. Clk.	Waste paper	do	193 50	
						2,376 40

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1882.						
4th quarter...	1100	O. H. Irish, Chief	Waste paper	Engraving and Printing..	$123 47	
	1101	R. D. Cutts, Assistant	Charts and publications	Coast Survey	939 22	
	1102	H. N. Trumbull, Collector	Old boat	Customs	19 00	
	1103	Samuel Hanneford, Superintendent	Wood boxing	Cus'm-house, Cincinnati.	5 00	
	1104	Thos. Brown, Superintendent	Old iron, copper, &c	Post office and sub-treasury, Boston.	649 46	
	1105	John Best, Superintendent	Old shed, fence, lumber, &c	Post office, Utica, N. Y	262 95	
	1106	Richard Devens, Dis. Clk	Brick building, &c	Department of Justice...	307 53	
						$2,306 63
	1107	G. T. T. Patterson, Lieut. 14th Inf	Fence wire and posts	Indian	10 00	
	1108	Isaiah Lightner, Indian Agent	Brick	do	10 15	
						20 15
	1109	D. P. Wright, Paymaster U. S. N	Provisions	Provision and Clothing..	450 77	
		Do	do	Equip't and Recruiting..	308 91	
						759 68
	1110	J. R. Stanton	do	Provision and Clothing..		17 80
	1111	W. B. Slack, Q. M. M. C	Clothing	Marine Corps	51 15	
	1112	W. B. Slack, Q. M. M. C	do	do	15 25	
	1113	W. B. Slack, Q. M. M. C	do	do	50 22	
	1114	W. B. Slack, Q. M. M. C	Furniture	do	56 00	
	1115	W. B. Slack, Q. M. M. C	Furniture, clothing, &c	do	78 70	
						251 32
	1619	Solicitor of the Treasury	Harper's Ferry property	Ordnance		24 00
	1620	J. L. Ord, Asst. Surg	Bedding	Medical	1 05	
	1621	H. R. Tilton, Surgeon	Bedding and furniture	do	29 80	
	1622	C. Ewen, Asst. Surg	Books and bedding	do	2 05	
	1623	M. W. Wood, Asst. Surg	Miscellaneous articles	do	2 90	
	1624	Herman Miller, A. A. Surg	Instruments and bedding	do	1 75	
	1625	A. Hartsuff, Surgeon	Bedding	do	2 00	
	1626	R. S. Vickery, Asst. Surg	Instruments, bedding, &c	do	16 00	
						55 55
	1627	A. P. Blunt, Capt., A. Q. M	Clothing and equipage	Quartermaster's Dept.	609 02	
	1628	R. N. Batchelder, Dep. Q. M. Gen	do	do	9 19	
	1629	C. F. Humphrey, Capt., A. Q. M	Cavalry and artillery horses	do	222 50	
	1630	J. J. Brereton, Lieut., A. A. Q. M	do	do	2 00	
	1631	E. A. Godwin, Lieut. U. S. A	do	do	122 50	
	1632	E. E. Hardin, Lieut., A. A. Q. M	Quartermaster's stores	do	170 00	
	1633	E. E. Hardin, Lieut., A. A. Q. M	do	do	50	
	1634	C. W. Williams, Capt., A. Q. M	do	do	560 50	
	1635	G. B. Dandy, Maj., Q. M	do	do	5,300 00	
	1636	T. H. Barry, Lieut., A. A. Q. M	do	do	307 49	
	1637	G. B. Davis, Lieut., A. A. Q. M	do	do	254 65	
	1638	C. D. Cowles, Lieut. 23d Inf	do	do	701 95	
	1639	James Ulio, Lieut., A. A. Q. M	do	do	283 37	
	1640	J. H. Wills, Lieut., A. A. Q. M	do	do	43 00	
	1641	L. E. Campbell, Capt., A. Q. M	do	do	1,377 50	
	1642	J. G. Ballance, Lieut. 23d Inf	do	do	225 50	
						10,189 67
	1643	W. P. Brownlow, Doorkeeper	Waste paper	House Representatives...		250 00
	1644	S. P. Rounds, Public Printer	Cloth and leather scraps	Public Printer	13 03	
	1645	S. P. Rounds, Public Printer	Leather scraps and type	do	135 30	
						148 33
	1646	R. C. Morgan, Dis. Clk	An old shed	State		8 50
	1647	Amos Webster, Chf. Clk	Waste paper	Treasury	168 31	
	1648	Amos Webster, Chf. Clk	do	do	80 76	
						249 07
	1649	O. H. Irish, Chief	Waste paper	Engraving and Printing..		101 11
	1650	J. G. Hill, Sup'g Architect	Piston-cranks, &c	Treasury	7 95	
	1651	M. J. Dady, Superintendent	Old closets	Supervising Architect ...	50 00	
						57 95
	1652	T. S. Scales, M. D	Material for disinfecting vessels.	National Board Health ..	176 25	
	1653	T. S. Scales, M. D	do	do	15 75	
						192 00
	1654	A. S. Crowninshiels, Inspector	Oil-tanks and iron	Light-House Service		330 54
	1655	T. W. Miller, Surgeon	Old heating apparatus	Marine Hospital	1,510 00	
	1656	W. H. Long, Surgeon	Clocks, iron bedsteads, &c	do	10 00	
						1,520 00
	1657	A. J. Beers, Collector	Old copper	Customs	929 07	
	1658	Wm. Wells, Collector	Stoves	do	10 00	
	1659	J. H. Wilson, Collector	Carpet	do	20 00	
	1660	R. Worthington, Collector	Cancelling-stamps	do	4 00	
	1661	G. B. Sawyer, Collector	Stove	do	3 50	
	1662	H. A. Kennedy, Collector	Stove, iron, &c	do	11 04	
	1663	Christov Barner, Surveyor	Old office-furniture	do	5 00	
	1664	Geo. Fisher, Surveyor	Old stoves	do	11 05	
	1665	C. M. Whitney, Surveyor	Drapery material	do	5 25	
	1666	E. L. Sullivan, Collector	Old flagging	do	384 75	
						1,383 66

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1882.						
4th quarter...	1667	John Best, Superintendent	Brick, lumber, &c	Court-house and post office, Utica, N. Y.		$20 51
	1668	R. Joseph, Dis. Clk	Waste paper	Interior	$322 44	
	1669	James Wright, Indian Agent	Horses	Indian	87 57	
						410 01
	1670	W. B. Slack, Q. M. M. C	Furniture	Marine	13 00	
	1671	W. B. Slack, Q. M. M. C	Clothing	do	16 40	
						29 40
	2299	J. C. Ayres, Lieut. Ord	Ordnance stores	Ordnance		12 35
	2300	H. McElderry, Asst. Surg	Instruments, bedding, &c	Medical	178 35	
	2301	F. S. Dewey, A. A. Surg	Furniture	do	7 50	
	2302	C. K. Merriam, A. A. Surg	Miscellaneous articles	do	05	
	2303	G. H. Torney, Asst. Surg	Bedding, furniture, &c	do	4 00	
	2304	C. E. Munn, Asst. Surg	do	do	57 49	
	2305	L. W. Ritchie, A. A. Surg	Books, bedding, &c	do	8 21	
	2306	W. Matthews, Asst. Surg	Bedding, &c	do	5 00	
	2307	R. G. Ebert, Asst. Surg	do	do	90	
	2308	L. A. La Garde, Asst. Surg	do	do	2 00	
	2309	C. Ewen, Asst. Surg	Instruments, &c	do	31 00	
	2310	A. A. De Loffer, Asst. Surg	do	do	69 15	
	2311	J. H. Janewa, Surgeon	Bedding, furniture, &c	do	7 50	
	2312	C. C. Byrne, Surgeon	do	do	9 20	
						380 35
	2313	E. Davis, Lieut., A. A. Q. M	Clothing and equipage	Quartermaster's Dept	83 15	
	2314	R. N. Batchelder, Dep. Q. M. Gen	do	do	119 86	
	2315	F. H. Hathaway, Capt., A. Q. M	do	do	3 00	
	2316	F. H. Hathaway, Capt., A. Q. M	do	do	192 70	
	2317	F. H. Hathaway, Capt., A. Q. M	do	do	273 67	
	2318	G. S. Hoyt, Lieut., A. A. Q. M	do	do	38 65	
	2319	G. S. Hoyt, Lieut., A. A. Q. M	do	do	46 22	
	2320	M. V. Richards, Lieut. 16th Inf	do	do	21 00	
	2321	G. L. Scott, Lieut. 6th Cav	do	do	25	
	2322	T. H. Barry, Lieut., A. A. Q. M	Cavalry and artillery horses	do	240 00	
	2323	E. B. Hubbard, Capt., A. Q. M	do	do	213 00	
	2324	H. P. Perrine, Lieut., A. A. Q. M	do	do	522 00	
	2325	T. W. Lord, Lieut., A. A. Q. M	do	do	157 00	
	2326	J. C. Waterman, Lieut., A. A. Q. M	do	do	120 00	
	2327	R. E. Thompson, Lieut., A. A. Q. M	do	do	733 69	
	2328	J. J. O'Brien, Lieut., A. A. Q. M	do	do	1,013 00	
	2329	W. W. Tyler, Lieut., A. A. Q. M	do	do	96 00	
	2330	W. W. Tyler, Lieut., A. A. Q. M	do	do	96 00	
	2331	H. M. Kendall, Capt., A. Q. M	do	do	462 56	
	2332	J. F. Cummings, Lieut., A. A. Q. M	do	do	608 00	
	2333	C. F. Humphrey, Capt., A. Q. M	do	do	95 00	
	2334	E. B. Hubbard, Capt., A. Q. M	do	do	246 50	
	2335	C. F. Humphrey, Capt., A. Q. M	Quartermaster's stores	do	25 00	
	2336	W. H. Gill, Capt., M. S. K	do	do	126 00	
	2337	R. N. Batchelder, Dep. Q. M. G	do	do	431 00	
	2338	F. H. Mills, Lieut., A. A. Q. M	do	do	3 05	
	2339	J. W. Jacobs, Capt., A. Q. M	do	do	578 00	
	2340	M. F. Harmon, Lieut., A. A. Q. M	do	do	30 00	
	2341	C. A. Reynolds, Maj., Q. M	do	do	791 00	
	2342	C. A. Reynolds, Maj., Q. M	do	do	47 85	
	2343	R. H. Wilson, Lieut., A. A. Q. M	do	do	1 00	
	2344	J. T. Thompson, Lieut., A. A. Q. M	do	do	4 20	
	2345	W. W. Tyler, Lieut. 13th Inf	do	do	16 00	
	2346	E. A. Ellis, Lieut., A. A. Q. M	do	do	3 05	
	2347	C. Bird, Capt., A. Q. M	do	do	3 00	
	2348	C. A. Alligood, Capt., M. S. K	do	do	5 75	
	2349	E. Griffin, Lieut., A. A. Q. M	do	do	2 35	
	2350	C. H. Hoyt, Capt., A. Q. M	do	do	491 73	
	2351	J. W. Califf, Lieut., A. A. Q. M	do	do	90 90	
	2352	W. W. Wotherspoon, Lieut., A. A. Q. M	do	do	7 31	
	2353	P. G. Wood, Lieut., A. A. Q. M	do	do	6 56	
	2354	H. C. Hodges, Dep. Q. M. Gen	do	do	44 45	
	2355	W. Howe, Lieut., A. A. Q. M	do	do	6 59	
	2356	J. T. Thompson, Lieut., A. A. Q. M	do	do	8 46	
	2357	G. B. Dandy, Maj., Q. M	do	do	160 15	
	2358	F. J. Patten, Lieut., A. A. Q. M	do	do	68 00	
	2359	W. L. Pitcher, Lieut., A. A. Q. M	do	do	59 25	
	2360	C. F. Humphrey, Capt., A. Q. M	do	do	253 00	
	2361	C. A. Earnest, Lieut., A. A. Q. M	do	do	1,323 75	
	2362	G. L. Scott, Lieut., A. A. Q. M	do	do	148 27	
	2363	H. M. Kendall, Capt., A. Q. M	do	do	227 19	
	2364	C. F. Humphrey, Capt., A. Q. M	do	do	418 00	
	2365	H. M. Kendall, Capt., A. Q. M	do	do	40 15	
	2366	F. A. Edwards, Lieut., A. A. Q. M	do	do	49 05	
	2367	C. P. Terrett, Lieut., A. A. Q. M	do	do	7 70	
	2368	H. M. Kendall, Capt., A. Q. M	do	do	10 95	
	2369	E. B. Hubbard, Capt., A. Q. M	do	do	26 55	

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1882.						
4th quarter...	2370	H. B. Osgood, Lieut., A. A. Q. M	Quartermaster's stores	Quartermaster's Dept	$197 75	
	2371	W. J. Campbell, Lieut. 22d Inf	do	do	28 50	
	2372	P. Hasson, Lieut., A. A. Q. M	do	do	406 70	
	2373	W. F. Blauvelt, Lieut., A. A. Q. M	do	do	13 50	
	2374	T. C. Davenport, Lieut., A. A. Q. M	do	do	1,213 85	
	2375	J. F. Huston, Lieut., A. A. Q. M	do	do	648 30	
	2376	J. J. Brereton, Lieut., A. A. Q. M	do	do	110 20	
	2377	R. M. Getty, Lieut., A. A. Q. M	do	do	12 60	
	2378	T. W. Lord, Lieut., A. A. Q. M	do	do	91 68	
	2379	A. H. Budlong, Lieut., A. A. Q. M	do	do	276 40	
	2380	E. Chynoweth, Lieut., A. A. Q. M	do	do	52 40	
	2381	W. Hoffman, Lieut., A. A. Q. M	do	do	38 15	
	2382	F. M. H. Kendrick, Lieut., A. A. Q. M	do	do	400 82	
	2383	D. Robinson, Lieut., A. A. Q. M	do	do	75 20	
	2384	J. C. Waterman, Lieut., A. A. Q. M	do	do	313 75	
	2385	L. R. Hare, Lieut., A. A. Q. M	do	do	339 20	
	2386	L. R. Hare, Lieut., A. A. Q. M	do	do	853 40	
	2387	W. P. Hall, Lieut., A. A. Q. M	do	do	344 90	
	2388	E. D. Thomas, Lieut., A. A. Q. M	do	do	9 00	
	2389	R. E. Thompson, Lieut., A. A. Q. M	do	do	154 17	
	2390	J. Scott, Lieut., A. A. Q. M	do	do	838 00	
	2391	E. P. Andrus, Lieut., A. A. Q. M	do	do	450 25	
	2392	G. H. Cook, Lieut., A. A. Q. M	do	do	96 70	
	2393	C. Hay, Lieut., A. A. Q. M	do	do	154 75	
	2394	W. W. Tyler, Lieut. 13th Inf	do	do	636 40	
	2395	J. H. H. Peshine, Lieut., A. A. Q. M	do	do	732 75	
	2396	A. M. Patch, Lieut. 4th Cav	do	do	76 25	
	2397	W. H. Miller, Lieut., A. A. Q. M	do	do	128 00	
	2398	H. Catley, Lieut., A. A. Q. M	do	do	211 47	
	2399	J. Newton, Lieut. 16th Inf	do	do	51 40	
	2400	H. F. Kendall, Lieut. 8th Cav	do	do	553 60	
	2401	J. Regan, Lieut. 9th Inf	do	do	22 50	
	2402	J. H. Lord, Capt., A. Q. M	do	do	1,463 35	
						$21,892 40
	2403	G. H. Elliott, Lieut. Col. Eng	Oxen and horse	Engineer	242 75	
	2404	C. F. Powell, L. H. Eng	Dump-scow	do	90 00	
	2405	G. W. Goethals, Lieut. Eng	Tools	do	124 60	
	2406	W. H. H. Benyaurd, Maj. Eng	Horses	do	75 00	
						532 35
	2407	W. M. Macomb, Lieut. 4th Art	Camp outfit	Geographical Survey, Interior Department.	5 60	
	2408	C. A. H. McCauley, Capt., A. Q. M	do	do	302 60	
						308 20
	2409	F. U. Farquhar, Maj. Eng	Lake-survey charts	Engineer	31 80	
	2410	C. H. Hoyt, Capt., A. Q. M	Boilers and stoves	Military Academy	184 10	
	2411	J. A. Sladen, Lieut. 14th Inf	Office-furniture	Adj't-General's Office	26 97	
						242 87
	2412	E. A. Koerper, Asst. Surg	Furniture, &c	Medical	25	
	2413	E. Bentley, Surgeon	Instruments, &c	do	17 05	
	2414	C. Anderson, A. A. Surg	do	do	36 20	
	2415	J. V. Middleton, Surgeon	do	do	11 90	
	2416	B. E. Fryer, Surgeon	do	do	1 35	
	2417	M. K. Taylor, Surgeon	do	do	58	
	2418	A. C. Girard, Asst. Surg	Furniture, &c	do	1 00	
	2419	W. J. Wilson, Asst. Surg	Instruments, &c	do	18 65	
						86 98
	2420	S. P. Rounds, Public Printer	Electrotypes	Public Printer	42 25	
	2421	S. P. Rounds, Public Printer	Dross, scrap, &c	do	144 65	
	2422	S. P. Rounds, Public Printer	Old printing-press	do	656 50	
	2423	S. P. Rounds, Public Printer	Leather scraps	do	42 24	
						885 64
	2424	R. C. Morgan, Dis. Clk	Laws	State	194 50	
	2425	M. P. Kennard, Asst. Treas	Old paper	Independent Treasury	8 63	
	2426	O. H. Irish, Chief	Waste paper	Engraving and Printing	158 37	
	1427	E. F. Burton, Superintendent	Bluestone, cans, &c	Mint	1,494 41	
	2428	F. A. Granger	Wagon, tools, &c	Coast Survey	87 81	
	2429	H. A. Gill, D. A	Car-wheels	Fish Commission	40 22	
						1,983 94
	2430	G. W. Coffin, Com	Mule, cart, &c	Light-House Service	66 50	
	2431	G. W. Coffin, Com	Horse, wagon, &c	do	115 50	
						182 00
	2432	G. W. Stoner, Surgeon	Old force-pump	Marine Hospital		36 16
	2433	W. H. Sargent, Collector	Old furnace and brick	Customs	11 95	
	2434	J. L. Haynes, Collector	Stoves, cots, &c	do	49 08	
	2435	C. Harris, Collector	Old carpets	do	52 88	
	2436	J. Collins, Collector	Old tubs	do	1 80	
						115 71
	2437	C. E. Kelsey, R. P. M	Office-furniture	Land Office		48 50

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1882.						
4th quarter...	2438	A. R. Smith, Sp'l Ind. Agt.	Horse	Indian	$17 50	
	2439	G. Eastman, Indian Agent	School-books	do	23 18	
	2440	L. Stowe, Indian Agent	Colts	do	150 00	
						$190 68
	2441	F. H. Stickney, Dis. Clk	Carpets	Navy Department	50 13	
	2442	F. H. Hinman, Paymaster	Provisions	Provisions and Clothing	59 20	
						109 33
	2443	W. B. Slack, Q. M. M. C.	Clothing	Marine	2 80	
	2444	W. B. Slack, Q. M. M. C.	do	do	3 75	
	2445	W. B. Slack, Q. M. M. C.	do	do	3 30	
						9 85
						69,137 29
1883.						
1st quarter...	1290	V. B. Hubbard, Surg. U. S. A	Instruments, &c	Medical	6 00	
	1291	G. T. Beall, Capt., M. S. K	Medicine, books, &c	do	1,251 21	
						$1,257 21
	1292	H. J. Reilly, Lieut., A. A. Q. M	Clothing and equipage	Quartermaster's Dept	25	
	1293	F. H. Hathaway, Capt., A. Q. M	do	do	29 18	
	1294	G. A. Dodd, Lieut., A. A. Q. M	Cavalry and artillery horses	do	47 50	
	1295	T. C. Davenport, Lieut., A. A. Q. M	do	do	622 00	
	1296	H. C. Hodges, Lieut. Col., Dep. Q. M. Gen	Quartermaster's stores	do	397 00	
	1297	E. J. Strang, Capt., A. Q. M	do	do	28 00	
	1298	C. F. Humphrey, Capt., A. Q. M	do	do	40 00	
	1299	G. H. Weeks, Maj., Q. M	do	do	25 00	
	1300	W. P. Hall, Lieut., A. A. Q. M	do	do	233 00	
	1301	J. Drum, Lieut., A. A. Q. M	do	do	14 00	
	1302	J. A. Ekin, Col., A. Q. M. G	do	do	9 90	
	1303	A. E. Miltmore, Capt., A. Q. M	do	do	2 00	
	1304	H. F. Leggett, Lieut., A. A. Q. M	do	do	311 25	
	1305	N. P. Phister, Lieut., A. A. Q. M	do	do	24 00	
	1306	W. Mitchell, Lieut., A. A. Q. M	do	do	224 10	
	1307	F. D. Sharp, Lieut., A. A. Q. M	do	do	67 73	
	1308	D. C. Pearson, Lieut., A. A. Q. M	do	do	51 75	
	1309	C. P. Elliott, Lieut., A. A. Q. M	do	do	399 30	
	1310	E. D. Baker, Maj., Q. M	do	do	134 35	
	1311	M. F. Harmon, Lieut., A. A. Q. M	do	do	6 05	
	1312	R. R. Stevens, Lieut., A. A. Q. M	do	do	434 34	
	1313	C. G. Penney, Lieut., A. A. Q. M	do	do	341 75	
						3,442 45
	1314	G. H. Mendell, Lieut. Col. Eng	Rope	Engineer	163 70	
	1315	W. E. Merrell, Maj. Eng	Scrap-iron and junk	do	75 87	
						239 57
	1316	S. P. Rounds, Public Printer	Old type	Public Printer	3 10	
	1317	S. P. Rounds, Public Printer	Dross, &c	do	68 30	
						71 40
	1318	R. C. Morgan, Dis. Clk	Laws	State Dept	1,687 07	
	1319	R. C. Morgan, Dis. Clk	do	do	83 75	
	1320	R. C. Morgan, Dis. Clk	Horse	do	55 00	
						1,825 82
	1321	A. Webster, Chf. Clk	Waste paper	Treasury	61 70	
	1322	L. Valentine and W. O. Saville	Old furniture	Steamboat Inspection	4 40	
	1323	T. C. Acton, Asst. Treas	Waste paper	Independent Treasury	148 55	
	1324	A. L. Snowden, Superintendent	Old barrels, &c	Mint	2 88	
						217 53
	1325	O. H. Irish, Chief	Horse	Engraving and Printing	50 00	
	1326	O. H. Irish, Chief	Waste paper	do	103 72	
						153 72
	1327	F. E. Witsell, Collector	Old stove	Customs	12 00	
	1328	R. Worthington, Collector	Old tags and carpet	do	50 98	
						62 98
	1329	M. J. Dady, Superintendent	Old iron	Cust'm-house, New York	118 00	
	1330	S. Hannaford, Superintendent	Old derricks, iron, &c	Custom-house, Cincinnati	1,607 20	
	1331	A. Cameron, Superintendent	Old lumber, rope, &c	Custom-house, St. Louis	1,011 62	
	1332	G. H. Sease, Superintendent	Old barrels	Custom-house, Memphis	118 20	
	1333	T. C. Steward, Superintendent	Old rock	Cust'm-house, Nashville	12 24	
	1334	J. McArthur, jr., Superintendent	Scrap-copper	Court-house and post office, Philadelphia	80 00	
						2,947 26
	1335	R. Joseph, Dis. Clk	Furniture and carpets	Interior	682 14	
	1336	J. L. Wilson, R. P. M	Old safe	Land Office	16 00	
						698 14
	1337	F. H. Stickney, Dis. Clk	Horse	Navy Dept	53 55	
	1338	O. C. Tiffany, P. A. Paymaster	Condemned provisions	Provisions and Clothing	58 14	
						111 69
	1339	W. B. Slack, Q. M. M. C	Clothing	Marine	5 11	
	1340	W. B. Slack, Q. M. M. C	Bed-sacks	do	1 20	
						6 31

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1883.						
1st quarter ...	2068	R. Craig, late D. O.	Ordnance stores	Ordnance	$1 68	
	2069	J. C. Ayres, Lieut. Ord	do	do	22 77	
	2070	D. J. Young, Capt., O. S. K.	do	do	2 95	
	2071	J. A. Kress, Capt., O. S. K.	do	do	780 38	
						$807 78
	2072	J. Y. Porter, Asst. Surg.	Instruments, bedding, &c.	Medical	178 88	
	2073	E. Swift, Asst. Med. Pur.	Medicines, instruments, &c.	do	3,004 79	
	2074	H. J. Raymond, Asst. Surg.	Bedding and furniture	do	4 55	
	2075	J. J. Robertson, A. A. Surg.	do	do	18 50	
	2076	G. P. Sampson, A. A. Surg.	Bedding	do	7 65	
	2077	J. S. Martin, A. A. Surg.	do	do	19 00	
	2078	S. Q. Robinson, Asst. Surg.	Instruments, bedding, &c.	do	16 25	
						3,249 62
	2079	C. B. Hinton, Lieut., A. A. Q. M.	Clothing and equipage	Quartermaster's Dept.	167 67	
	2080	C. D. Cowles, Lieut., A. A. Q. M.	Cavalry and artillery horses	do	347 50	
	2081	G. A. Dodd, Lieut., A. A. Q. M.	do	do	96 45	
	2082	J. F. Simpson, Lieut., A. A. Q. M.	do	do	311 00	
	2083	W. Howe, Lieut., A. A. Q. M.	Quartermaster's stores	do	8 28	
	2084	S. R. Colladay, Lieut., A. A. Q. M.	do	do	45 00	
	2085	L. E. Campbell, Capt., Q. M. D.	do	do	1,104 00	
	2086	W. B. Horner, Lieut., A. A. Q. M.	do	do	7 15	
	2087	F. Thorp, Lieut., A. A. Q. M.	do	do	25 50	
	2088	J. Gilliss, Maj., Q. M.	do	do	7 35	
	2089	G. H. Weeks, Maj., Q. M.	do	do	60 75	
	2090	C. B. Hinton, Lieut., A. A. Q. M.	do	do	146 00	
	2091	J. W. Jacobs, Capt., A. Q. M.	do	do	709 55	
	2092	S. L. Woodward, Lieut., A. A. Q. M.	do	do	504 80	
						3,541 00
	2093	L. E. Sebree, Lieut., Signal Corps.	Signal-Service property	Signal	3 60	
	2094	R. Craig, late D. O.	do	do	267 89	
						271 49
	2095	J. C. Post, Capt. Eng.	Engineer property	Engineer		7,781 10
	2096	S. P. Rounds, Public Printer.	Leather scraps	Public Printer	39 38	
	2097	S. P. Rounds, Public Printer.	Old type	do	35 00	
						74 38
	2098	R. C. Morgan, Dis. Clk.	Laws	State Dept.	110 00	
	2099	A. Webster, Chf. Clk.	Waste paper	Treasury	88 28	
	2100	R. D. Cutts.	Charts, &c.	Coast Survey	963 96	
	2101	T. S. Scales, M. D.	Coal at Ship Island	Nat'l Board of Health.	33 00	
	2102	Acting Chief Bu. Eng. and Printing.	Waste paper	Engraving and Printing.	104 08	
						1,299 32
	2103	D. K. Miller, Lock Co.	Old brass locks	Internal Revenue	56 92	
	2104	J. C. Neatch, Collector	Two copying-presses	do	4 00	
						60 92
	2105	R. S. McCook, Commander	Oil-barrels	Light-House Service	48 80	
	2106	E. S. D. Fessenden, Surgeon.	One colt	Marine-Hospital Service.	24 00	
						72 80
	2107	W. H. Robertson, Collector	Old safe	Customs	1,258 66	
	2108	J. W. Howell, Collector	Old boat and safe	do	66 80	
	2109	W. C. Marshall, Collector	Old furniture	do	1 50	
	2110	J. F. Hartranft, Collector.	Miscellaneous property.	do	2 50	
	2111	D. W. McClung, Surgeon.	Furniture, &c.	do	17 00	
	2112	J. A. Luby, Surgeon.	Old stove	do	10 00	
						1,356 46
	2113	G. H. Gilbert, Superintendent	Old sash, &c.	Court-house and post office, Hartford.	14 30	
	2114	H. D. Chase, Superintendent.	Old derricks	Court-house and post office, Kansas City.	210 00	
	2115	A. Woolf, Surgeon.	Old scrap-iron, &c.	Court-house and post office, Nashville.	40 00	
	2116	E. G. Church.	Derrick, old grate, &c.	Custom-house and sub-treasury, Chicago.	153 49	
	2117	H. S. Huidekoper, Custodian.	Old electric lamp	Court-house and post office, Philadelphia.	19 04	
						436 83
	2118	R. Joseph, Dis. Clk.	Waste paper and carriage	Interior	279 21	
	2119	I. Lightner, Indian Agent	Brick, lime, &c.	Indian	63 60	
	2120	J. E. Tolfree, P. M., U. S. N.	Provisions	Provisions and Clothing.	105 52	
						448 33
	2121	W. B. Slack, Q. M	Clothing	Marine	44 91	
	2122	W. B. Slack, Q. M	do	do	15 30	
						60 21
	2781	J. C. Ayres, Ordnance	Ordnance stores	Ordnance	14 00	
	2782	J. C. Ayres, Ordnance	do	do	11 17	
						25 17
	2783	A. H. Appel, Asst. Surg	Bedding and furniture	Medical	28 05	
	2784	J. V. Lauderdale, Asst. Surg.	Bedding, &c.	do	3 50	
	2785	J. B. Girard, Asst. Surg	do	do	2 10	
	2786	C. H. Allen, Surgeon.	Instruments	do	28 00	

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1883.						
1st quarter ...	2787	J. Y. Porter, Asst. Surg	Bedding, &c	Medical	$7 10	
	2788	C. C. Barrows, Asst. Surg	do	do	2 70	
	2789	J. L. Ord, A. A. Surg	do	do	12 20	
						$83 65
	2790	W. H. Gill, Capt., M. S. K	Clothing and equipage	Quartermaster's Dept.	14 01	
	2791	W. H. Gill, Capt., M. S. K	do	do	5 30	
	2792	W. A. Thurston, Lieut., A. A. Q. M	do	do	05	
	2793	A. Barrett, Capt., M. S. K	do	do	193 80	
	2794	R. W. Hoyt, Lieut., A. A. Q. M	do	do	36 90	
	2795	G. S. Hoyt, Lieut., A. A. Q. M	do	do	28 46	
	2796	G. S. Hoyt, Lieut., A. A. Q. M	do	do	38 72	
	2797	C. B. Hinton, Lieut., A. A. Q. M	do	do	84 63	
	2798	C. B. Hinton, Lieut., A. A. Q. M	do	do	33 59	
	2799	G. S. Hoyt, Lieut., A. A. Q. M	do	do	64 90	
	2800	J. V. Furey, Capt., A. Q. M	do	do	1 75	
	2801	W. V. Richards, Lieut. 16th Inf	do	do	121 75	
	2802	S. C. Vedder, Lieut., A. A. Q. M	Cavalry and artillery horses	do	153 50	
	2803	C. W. Williams, Lieut., A. A. Q. M	do	do	110 50	
	2804	A. H. M. Taylor, Lieut. 19th Inf	do	do	554 00	
	2805	J. Carland, Lieut., A. A. Q. M	do	do	5 85	
	2806	W. H. Carter, Lieut., A. A. Q. M	do	do	167 50	
	2807	T. W. Lord, Lieut., A. A. Q. M	do	do	774 00	
	2808	G. S. Hoyt, Lieut., A. A. Q. M	do	do	448 00	
	2809	J. G. O'Brien, Lieut., A. A. Q. M	do	do	298 00	
	2810	W. W. Tyler, Lieut. 13th Inf	do	do	9 98	
	2811	E. D. Baker, Maj., Q. M	do	do	376 00	
	2812	J. M. Scully, Maj., Q. M	do	do	527 50	
	2813	J. W. Powell, Lieut., A. A. Q. M	do	do	26 00	
	2814	C. F. Humphrey, Capt., A. Q. M	Quartermaster's stores	do	6 00	
	2815	R. N. Batchelder, Dep. Q. M. Gen	do	do	250 00	
	2816	J. Carland, Lieut., A. A. Q. M	do	do	58 75	
	2817	T. S. Mumford, Lieut., A. A. Q. M	do	do	4 44	
	2818	J. T. Van Arsdale, Lieut. 7th Inf	do	do	60 50	
	2819	P. Hasson, Lieut., A. A. Q. M	do	do	35 20	
	2820	W. H. Sage, Lieut., A. A. Q. M	do	do	47 05	
	2821	C. C. Miner, Lieut., A. A. Q. M	do	do	1 00	
	2822	A. E. Miltmore, Capt., A. Q. M	do	do	40	
	2823	J. G. Galbraith, Lieut., A. A. Q. M	do	do	564 00	
	2824	J. G. Galbraith, Lieut., A. A. Q. M	do	do	270 00	
	2825	T. J. Eckerson, Maj., Q. M	do	do	1 09	
	2826	A. G. Robinson, Maj., Q. M	do	do	5 00	
	2827	F. Thies, Lieut., A. A. Q. M	do	do	1,867 45	
	2828	W. P. Hall, Lieut., A. A. Q. M	do	do	265 30	
	2829	A. M. Patch, Lieut. 4th Cav	do	do	381 00	
	2830	J. H. H. Peshine, Lieut. 13th Inf	do	do	19 13	
	2831	D. F. Stiles, Lieut., A. A. Q. M	do	do	34 65	
	2832	R. A. Williams, Lieut. 8th Cav	do	do	321 25	
	2833	M. M. Martin, Lieut. 10th Cav	do	do	121 00	
	2834	C. W. Williams, Capt., A. Q. M	do	do	372 59	
	2835	R. A. Williams, Lieut. 8th Cav	do	do	29 75	
	2836	J. H. Lord, Capt., A. Q. M	do	do	1,046 00	
	2837	H. M. Kendall, Capt., A. Q. M	do	do	116 05	
	2838	O. Elting, Capt. 3d Cav	do	do	129 80	
	2839	W. H. Carter, Capt., A. A. Q. M	do	do	244 00	
	2840	E. B. Grimes, Maj., Q. M	do	do	363 00	
	2841	J. C. Waterman, Lieut., A. A. Q. M	do	do	364 00	
	2842	J. C. Waterman, Lieut., A. A. Q. M	do	do	37 81	
	2843	W. H. Sage, Lieut., A. A. Q. M	do	do	1,532 00	
	2844	L. R. Hare, Lieut., A. A. Q. M	do	do	1,524 25	
	2845	T. F. Forbes, Lieut., A. A. Q. M	do	do	371 71	
	2846	S. Smith, Lieut., A. A. Q. M	do	do	292 30	
	2847	G. N. Whistler, Lieut., A. A. Q. M	do	do	14 10	
	2848	G. T. T. Patterson, Lieut., A. A. Q. M	do	do	16 80	
	2849	H. C. Danes, Lieut., A. A. Q. M	do	do	813 15	
	2850	C. H. Tompkins, Col., A. Q. M. G	do	do	19 25	
	2851	F. W. Mansfield, Lieut., A. A. Q. M	do	do	337 95	
	2852	J. A. Hutton, Lieut., A. A. Q. M	do	do	59 80	
	2853	F. J. Patten, Lieut., A. A. Q. M	do	do	640 00	
	2854	G. L. Scott, Lieut., A. A. Q. M	do	do	38 15	
	2855	C. F. Humphrey, Capt., A. Q. M	do	do	102 35	
	2856	E. A. Earnest, Lieut., A. A. Q. M	do	do	201 00	
	2857	J. W. Powell, Lieut., A. A. Q. M	do	do	26 85	
	2858	A. J. McGonnigle, Maj., Q. M	do	do	749 00	
						17,829 56
	2859	G. T. Olmstead, Capt. Eng	Military-telegraph lines	Engineer	100 00	
	2860	Q. A. Gilmer, Col. Eng	Engineer property	do	59 66	
		Do	do	do	300 34	
	2861	J. C. Post, Capt. Eng	do	do	1,380 00	
	2862	F. U. Farquhar, Maj. Eng	Charts	do	13 50	
						1,853 50

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1883.						
1st quarter...	2863	E. M. Lawton, Dis. Clk	Records War of Rebellion	War Department	$235 35	
	2864	W. P. Brownlow, Doorkeeper	Waste paper	House Representatives	201 75	
						$437 10
	2865	S. P. Rounds, Public Printer	Old type	Public Printer	27 30	
	2866	S. P. Rounds, Public Printer	Leather scraps	do	73 21	
	2867	S. P. Rounds, Public Printer	Old barrels, &c	do	18 97	
						119 48
	2868	R. C. Morgan, Dis. Clk	Laws	State Department		630 82
	2869	A. Webster, Chf. Clk	Waste paper	Treasury	149 17	
	2870	A. Webster, Chf. Clk	Horse	do	76 00	
						225 17
	2871	National Board of Health	Plumbing material, &c	Nat. Board of Health	14 99	
	2872	Chief Bureau Engraving and Printing	Waste paper	Engraving and Printing	163 45	
	2873	I. D. McCutheon, Secretary	Furniture, &c	Montana Territory	208 25	
						386 69
	2874	E. F. Burton, Superintendent	Metal, &c	Mint	441 01	
	2875	J. Crawford, Superintendent	do	do	5 91	
						446 92
	2876	Dickson and Learmonth, Inspectors	Furniture	Steamboat-Insp. Service	7 22	
	2877	T. N. Van Valkenburgh, Inspector	do	do	3 59	
						10 81
	2878	Treasurer United States	Old paper boxes	Internal Revenue		32 20
	2879	E. H. Webster, Collector	Old lead pipe	Customs	12 75	
	2880	J. Shepard, Collector	Revenue-boat	do	8 00	
	2881	D. W. McClung, Surveyor	Furniture and safe	do	13 00	
	2882	A. Woolf, Surveyor	Matting and carpet	do	15 25	
	2883	G. E. Bowden, Collector	Old metal	do	162 60	
	2884	G. E. Bowden, Collector	Furniture	do	6 23	
						217 83
	2885	S. Hannaford, Superintendent	Old engine	Custom-house, Cincinnati.		300 00
	2886	E. G. Church	Lumber	Custom-house, Chicago	14 00	
	2887	E. G. Church	Old brick	do	9 00	
						23 00
	2888	H. S. Huidekoper, Custodian	Old iron	Court-house and post office, Philadelphia.	20 78	
	2889	R. Joseph, Dis. Clk	Waste paper	Interior Department	144 60	
	2890	R. Joseph, Dis. Clk	Furniture	Census	61 00	
						226 38
	2891	W. Bird, Indian Agent	Hay, (3d quarter, 1870)	Indian	26 23	
	2892	J. Cook, Indian Agent	Lumber	do	70 50	
						96 73
	2893	W. B. Slack, Q. M. M. C	Clothing	Marine	14 95	
	2894	C. A. McDaniel, Paymaster	do	do	2 55	
						17 50
						53, 437 83
1883.						
2d quarter...	1219	E. M. Lawton, Dis. Clk	Rebellion Records	War Dept		$250 72
	1220	M. W. Lyon, Lieut. Ord	Ordnance stores	Ordnance	116 00	
	1221	A. S. M. Morgan, Capt., O. S. K	do	do	1 20	
						117 20
	1222	H. R. Tilton, Surgeon	Furniture	Medical	1 00	
	1223	H. M. Cronkhite, Asst. Surg	Instruments, &c	do	6 20	
						7 20
	1224	R. N. Batchelder, Dep. Q. M. G	Clothing and equipage	Quartermaster's Dept.	12 00	
	1225	W. H. Gill, Capt., M. S. K	do	do	19 69	
	1226	A. P. Blunt, Capt., A. Q. M	do	do	390 33	
	1227	F. Thies, Lieut., A. A. Q. M	do	do	14 45	
	1228	G. S. Hoyt, Lieut., A. A. Q. M	do	do	61 73	
	1229	C. B. Hinton, Lieut., A. A. Q. M	do	do	53 77	
	1230	J. S. Bishop, Lieut. 13th Inf	do	do	2 74	
	1231	T. B. Hunt, Capt., A. Q. M	Cavalry and artillery horses	do	368 00	
	1232	W. C. Bartlett, Lieut., A. A. Q. M	do	do	611 00	
	1233	W. H. Miller, Lieut., A. A. Q. M	do	do	36 00	
	1234	C. W. Williams, Capt., A. Q. M	do	do	63 50	
	1235	L. E. Sebree, Lieut., S. O	Quartermaster's stores	do	17 30	
	1236	L. S. Ames, Lieut., A. A. Q. M	do	do	282 00	
	1237	G. E. Overton, Capt. 6th Cav	do	do	20	
	1238	T. J. Eckerson, Maj., Q. M	do	do	51 00	
	1239	E. J. Strang, Capt., A. Q. M	do	do	9 00	
	1240	A. Barrett, Capt., M. S. K	do	do	135 00	
	1241	G. B. Dandy, Maj., Q. M	do	do	12 25	
	1242	J. H. Lord, Capt., A. A. M	do	do	45 46	
	1243	F. Thorp, Lieut., A. A. Q. M	do	do	10 00	
	1244	E. C. Knower, Lieut., A. A. Q. M	do	do	53 00	
	1245	Wm. L. Geary, Lieut., A. A. Q. M	do	do	1 80	
	1246	G. H. Morgan, Lieut., A. A. Q. M	do	do	114 80	
	1247	C. G. Starr, Lieut., A. A. Q. M	do	do	191 55	
	1248	J. G. Galbraith, Lieut., A. A. Q. M	do	do	78 00	

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1883.						
2d quarter ...	1249	T. H. Barry, Lieut., A. A. Q. M	Quartermaster's stores	Quartermaster's Dept ...	$135 60	
	1250	L. H. Strother, Lieut., A. A. Q. M	do	do	27 69	
	1251	D. C. Pearson, Lieut., A. A. Q. M	do	do	143 80	
	1252	E. P. Andrus, Lieut., A. A. Q. M	do	do	36 65	
	1253	C. A. Booth, Capt., A. A. M.	do	do	2 10	
	1254	T. Garvey, Lieut., A. A. Q. M	do	do	10 77	
	1255	W. Wittich, Lieut., A. A. Q. M	do	do	75 20	
	1256	C. M. Truett, Lieut., A. A. Q. M	do	do	6 85	
	1257	I. O. Shelby, Lieut., A. A. Q. M	do	do	64 85	
	1258	F. E. Phelps, Lieut., A. A. Q. M	do	do	348 05	
	1259	W. A. Thurston, Lieut., A. A. Q. M	do	do	91 00	
	1260	L. C. Vedder, Lieut. 17th Inf	do	do	380 75	
	1261	C. H. Ingalls, Lieut., A. A. Q. M	do	do	2, 109 50	
	1262	R. R. Stevens, Lieut., A. A. Q. M	do	do	902 71	
						$6, 970 69
	1263	O. B. Boyd, Capt. 8th Cav	Recruiting property	Adj't-General's Office ...	29 34	
	1264	L. E. Sebree, Lieutenant	Screws, &c	Signal	1 10	
	1265	L. E. Sebree, Lieutenant	Old telegraph-poles.	Engineer	13 20	
	1266	A. P. Blunt, Capt., A. Q. M	Condemned prison property	Milt. pris., Leavenworth.	8 95	
	1267	S. P. Rounds, Public Printer	Old type	Public Printer	110 00	
	1268	M. P. Kennard, Custodian	Waste paper	Independent Treasury ...	7 99	
	1269	F. D. Granger	Camp furniture	Coast Survey	20 84	
	1270	A. L. Snowden, Superintendent	Lead, iron, &c	Mint	440 25	
						631 67
	1271	T. N. Burrill, Chief	Waste paper	Engraving and Printing..	112 98	
	1272	T. N. Burrill, Chief	Press-boards	do	16 01	
	1273	T. N. Burrill, Chief	Old matting	do	15 72	
						144 71
	1274	R. S. McCook, Commander	Old oil-barrels	Light-House Service	76 60	
	1275	Jones and Allison, Inspectors	Furniture	Steamboat-Insp. Service..	1 95	
	1276	I. D. McCutcheon, Secretary	do	Montana	28 00	
						106 55
	1277	J. H. Wilson, Collector	Old clock	Customs	1 00	
	1278	E. L. Sullivan, Collector	Old scales, &c	do	331 25	
	1279	D. W. McClung, Surveyor	Old furniture	do	20 00	
	1280	A. H. Beach, Surveyor	do	do	10 00	
	1281	J. K. Faulkner, Surveyor	do	do	54 75	
	1282	B. C. Cook, Collector	do	do	23 97	
						440 97
	1283	C. E. Parker, Superintendent	Old derrick, &c	Post office and sub-treasury, Boston.	520 84	
	1284	W. H. Gibbs, Superintendent	Mantels, &c	Ct.-house, Jackson, Miss.	157 75	
	1285	J. Armstrong, Custodian	Furniture	Court-house, Utica	45 08	
						723 67
	1286	J. D. McChesney, Dis. Clk	Publications	Geological Survey	253 00	
	1287	P. J. Strobach, R. P. M.	Furniture	Land Office	11 10	
	1288	F. H. Stickney, Dis. Clk	Old paper	Navy Department	4 32	
						268 42
	1289	Z. T. Brown, P. A. Paymaster	Condemned bread	Provisions and Clothing..	42 77	
	1290	L. C. Kerr, Asst. Paymaster	Bread and marine clothing	do	17 00	
						59 77
		Do	do	Marine	20 00	
	1291	W. B. Slack, Q. M. M.C	Clothing	do	27 65	
						47 65
	2012	E. T. Comegys, Asst. Surg	Instruments, bedding, &c	Medical	90 00	
	2013	E. T. Comegys, Asst. Surg	do	do	12 95	
	2014	Chas. R. Greenleaf, Surgeon	Bedding, &c	do	2 90	
	2015	Norton Strong, Asst. Surg	Instruments, bedding, &c	do	190 26	
	2016	G. E. Burshnell, Asst. Surg	do	do	7 00	
						303 11
	2017	R. N. Batchelder, Lt. Col., Dep. Q. M. G.	Clothing and equipage	Quartermaster's Dept	12 00	
	2018	Wm. H. Gill, Capt., M. S. K	do	do	75 06	
	2019	Adam Kramer, Capt. 6th Cav	do	do	25	
	2020	A. P. Blunt, Capt., A. Q. M	do	do	412 11	
	2021	Chas. B. Hinton, Lieut., A. A. Q. M	do	do	63 48	
	2022	Chas. B. Hinton, Lieut., A. A. Q. M	do	do	3 11	
	2023	C. Gardner, Lieut., A. A. Q. M	do	do	7 28	
	2024	H. B. Osgood, Lieut., A. A. Q. M	Cavalry and artillery horses	do	343 00	
	2025	Wm. P. Hall, Lieut., A. A. Q. M	do	do	278 00	
	2026	M. M. Maxon, Lieut., A. A. Q. M	do	do	261 00	
	2027	S. R. Colladay, Lieut. 10th Cav	do	do	123 00	
	2028	R. N. Batchelder, Maj., Dep. Q. M. Gen	Quartermaster's stores	do	1, 802 50	
	2029	J. J. Brereton, Lieut., A. A. Q. M	do	do	15 00	
	2030	G. H. Cook, Capt., A. Q. M	do	do	3, 715 50	
	2031	W. H. Miller, Lieut., A. A. Q. M	do	do	172 00	
	2032	C. H. Ingalls, Lieut., A. A. Q. M	do	do	263 00	
	2033	R. R. Stevens, Lieut., A. A. Q. M	do	do	6, 719 69	
	2034	J. McA. Webster, Lieut., A. A. Q. M	do	do	59 75	
	2035	J. F. Huston, Lieut., A. A. Q. M	do	do	1, 392 00	
	2036	A. Barrett, Capt., M. S. K	do	do	221 90	

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1883.						
2d quarter....	2037	L. R. Hare, Lieut., R. Q. M.....	Quartermaster's stores.....	Quartermaster's Dept.....	$226 58	
	2038	J. H. H. Peshine, Lieut. 13th Inf.....	.....do.....	.....do.....	163 70	
	2039	A. M. Patch, Lieut. 4th Cav	.....do.....	.....do.....	387 75	
	2040	T. S. Mumford, Lieut. 13th Inf.....	.....do.....	.....do.....	611 50	
	2041	S. E. Clark, Lieut., A. A. Q. M.....	.....do.....	.....do.....	28 80	
	2042	J. J. O'Brien, Lieut., A. A. Q. M	.....do.....	.....do.....	1,266 50	
	2043	E. A. Godwin, Lieut., A. A. Q. M.....	.....do.....	.....do.....	32 25	
	2044	C. Gardener, Lieut., A. A. Q. M.....	.....do.....	..... do.....	56 98	
	2045	E. J. Strang, Capt., A. Q. M	.....do.....	.....do.....	662 50	
	2046	J. A. Hutton, Lieut., A. A. Q. M	.....do.....	.....do.....	603 91	
						$19,980 10
	2047	W. P. Craighill, Lieut. Col. Eng.....	Engineer property, New River..	Engineer.....	415 26	
	2048	F. U. Farquhar, Maj. Eng	Charts	.....do.....	79 80	
						495 06
	2049	W. B. Rochester, Paym'r-General	Furniture.....	War, Civil.....	.....	364 14
	2050	S. P. Rounds, Public Printer	Waste gold-leaf.....	Public Printer.....	1,139 77	
	2051	S. P. Rounds, Public Printer	Two old wagons	.....do.....	50 00	
	2052	S. P. Rounds, Public Printer	Leather scraps.....	.....do.....	27 23	
						1,217 00
	2053	A. Webster, Chf. Clk	Waste paper.....	Treasury.....	.....	39 27
	2054	T. N. Burrill, Chief.....	.....do.....	Engraving and Printing..	121 36	
	2055	T. N. Burrill, Chief.....	Two sheets distinctive paper.....	.....do.....	40 40	
						161 76
	2056	R. D. Cutts, Asst. in charge.....	Charts	Coast Survey	653 71	
	2057	S. Forney, Assistant.....	Three mules.....	.....do.....	22 50	
						676 21
	2058	C. B. Goldsborough, P. A. Surg.....	Horse, old iron, &c.....	Marine-Hospital Service..	58 40	
	2059	W. H. Hener, Capt., L. H. Eng	Light-house, Pass Christian, Miss.	Light-House Service.....	1,116 94	
						1,175 34
	2060	J. H. Gray, Custodian	Old furniture.....	Customs	15 57	
	2061	W. H. Daniels, Collector	Old revenue-boat.....	.....do.....	10 00	
	2062	G. W. Mathis, Collector.....	Revenue-boat sail	.....do.....	10 00	
	2063	E. L. Sullivan, Collector	Old flagging.....	.....do.....	20 25	
	2064	J. K. Faulkner, Surveyor	Iron doors, radiators, &c.....	.....do.....	85 85	
						141 67
	2065	C. Berrick, Superintendent.....	Dirt	Custom-house, Albany...	1 75	
	2066	J. T. Harris, Superintendent.....	Old buildings.....	Court-house and post office, Columbus, Ohio.	329 85	
	2067	M. L. Malone, Superintendent	Old brick, rope, &c.....	Court-house and post office, Pittsburgh, Pa.	24 63	
	2068	H. Brauns, Superintendent.....	Derricks, &c.....	Court-house and post office, Baltimore, Md.	325 00	
						681 23
	2069	J. C. Kinney, U. S. Marshal	Furniture.....	Department Justice	55 50	
	2070	J. W. Evans, Dis. Clk.....	Waste paper.....	Interior Department.....	352 77	
						408 27
	2071	F. H. Stickney, Dis. Clk.....	Elevator	Navy.....	21 15	
	2072	D. P. Wright, Paymaster.....	Provisions.....	Provisions and Clothing..	84 45	
		Do	Condemned stores.....	Construct'n and Repair..	6 45	
						112 05
	2073	W. B. Slack, Quartermaster.....	Clothing	Marine	1 96	
	2074	W. B. Slack, Quartermaster.....	.....do.....	.....do.....	14 40	
						16 36
	2677	J. C. Ayres, Capt. Ord.....	Ordnance stores.....	Ordnance	174 00	
	2678	J. C. Ayres, Capt. Ord.....	.....do.....	.....do.....	7 80	
	2679	M. W. Lyon, Lieut. Ord.....	.....do.....	.....do.....	30 00	
						211 80
	2680	H. S. Kilbourne, Asst. Surg.....	Instruments, bedding, &c.....	Medical.....	10 30	
	2681	L. N. Clarke, A. A. Surg.....	Bedding	.....do.....	65	
	2682	J. H. Patzki, Asst. Surg.....	.....do.....	.....do.....	16 30	
	2683	C. B. Byrne, Asst. Surg.....	Furniture	.....do.....	1 20	
	2684	H. E. Brown, Maj., Surg.....	.....do.....	.....do.....	13 00	
	2685	H. I. Raymond, Asst. Surg	.....do.....	.....do.....	50	
	2686	R. Turner, A. A. Surg.....	.....do	.....do.....	31 82	
	2687	J. H. Bill, Surgeon	Instruments.....	.....do.....	28 10	
	2688	W. Whitney, A. A. Surg.....	Furniture	.....do.....	2 10	
	2689	B. Munsay, Asst. Surg.....	Bedding	.....do.....	80 00	
	2690	A. Smead, A. A. Surg.....	.....do.....	.....do.....	7 25	
	2691	J. L. Mulford, A. A. Surg.....	.....do.....	.....do.....	7 65	
						198 87
	2692	R. P. Brown, Lieut., A. A. Q. M.....	Clothing and equipage.....	Quartermaster's Dept.....	19 55	
	2693	G. S. Hoyt, Lieut., A. A. Q. M	.....do.....	.....do.....	38 00	
	2694	F. H. Mills, Lieut. 24th Inf.....	.....do.....	.....do.....	1 50	
	2695	R. Ingalls, Q. M. Gen	.....do.....	.....do.....	15 65	
	2696	R. N. Batchelder, Dep. Q. M. Gen	.....do.....	.....do.....	12 00	
	2697	W. P. Martin, Capt., M. S. K	.....do.....	.....do.....	1,450 00	
	2698	H. C. Hodges, Lieut. Col., Q. M. D.....	Cavalry and artillery horses.....	.....do.....	449 00	
	2699	C. F. Humphrey, Capt., A. Q. M	.....do.....	.....do.....	41 00	
	2700	T. H. Barry, Lieut., A. A. Q. M	.....do.....	.....do.....	342 00	
	2701	W. P. Hall, Lieut., A. A. Q. M	.....do.....	.....do.....	719 50	

Statement of proceeds of Government property, &c.—Continued.

When covered into Treasury.	No. of warrant.	By whom sold.	Kind of property sold.	Bureau in charge of property.	Amount of each kind of property.	Total amount.
1883.						
2d quarter....	2702	W. F. Blauvelt, Lieut. 15th Inf	Quartermaster's stores	Quartermaster's Dept	$1 50	
	2703	H. C. Hodges, Lieut. Col., Dep. Q. M. Gen.	do	do	125 00	
	2704	H. C. Hodges, Lieut. Col., Dep. Q. M. Gen.	do	do	1 00	
	2705	D. E. McCarthy, late A. A. Q. M	do	do	5 60	
	2706	C. H. Tompkins, Col., A. Q. M. G	do	do	138 00	
	2707	H. B. Osgood, Lieut., A. A. Q. M	do	do	10 40	
	2708	A. H. Budlong, Lieut., A. A. Q. M	do	do	36 35	
	2709	P. Hasson, Lieut., A. A. Q. M	do	do	138 55	
	2710	J. J. Brereton, Lieut. 24th Inf	do	do	491 70	
	2711	R. N. Getty, Lieut., A. A. Q. M	do	do	43 42	
	2712	R. P. Brown, Lieut., A. A. Q. M	do	do	31 85	
	2713	E. E. Hardin, Lieut., A. A. Q. M	do	do	20 00	
	2714	J. A. Sladen, Lieut., A. A. Q. M	do	do	4 90	
	2715	G. H. Cook, Capt., A. Q. M	do	do	243 35	
	2716	C. D. Cowles, Lieut. 23d Inf	do	do	48 60	
	2717	J. M. Marshall, Capt., A. Q. M	do	do	78 70	
	2718	T. S. Mumford, Lieut. 13th Inf	do	do	332 85	
	2719	L. S. Ames, Lieut., A. A. Q. M	do	do	258 95	
	2720	M. M. Maxon, Lieut. 10th Cav	do	do	72 75	
	2721	A. H. M. Taylor, Lieut. 19th Inf	do	do	27 50	
	2722	J. Carland, Lieut., A. A. Q. M	do	do	120 25	
	2723	S. Smith, Lieut., A. A. Q. M	do	do	99 39	
	2724	E. Davis, Lieut., A. A. Q. M	do	do	6 25	
	2725	C. Smith, jr., Lieut., A. A. Q. M	do	do	40 25	
	2726	C. H. Hoyt, Capt., A. Q. M	do	do	232 40	
	2727	W. Howe, Lieut., A. A. Q. M	do	do	7 57	
	2728	W. P. Martin, Capt., M. S. K	do	do	8 45	
	2729	A. E. Miltimore, Capt., A. Q. M	do	do	1 45	
						$5,715 18
	2730	F. A. Boutelle, Lieut., A. A. Q. M	Recruiting property	Adj't-General's Office		22 55
	2731	W. E. Merrill, Maj. Eng	Flat-boats	Engineer	137 50	
	2732	G. Weitzel, Lieut. Col. Eng	Steam-yacht "Viola"	do	1,185 40	
						1,322 90
	2733	C. H. Hoyt, Capt., A. Q. M	Tools, iron, &c	Military Academy	237 27	
	2734	E. M. Lawton, Dis. Clk	Carpets	War Department	45 00	
	2735	F. E. Shober, Acting Secretary	Waste paper	Senate	10 08	
	2736	S. P. Rounds, Public Printer	Old type	Public Printer	17 20	
	2737	R. C. Morgan, Dis. Clk	Laws	State Department	416 13	
						725 68
	2738	A. Webster, Chf. Clk	Waste paper	Treasury Department	536 47	
	2739	T. J. Hobbs, Dis. Clk	Old doors	do	95 00	
						631 47
	2740	T. L. Casey, Lieut. Col. Eng	Old material	War Dept. building		748 11
	2741	T. N. Burrill, Chief	Samples of ink	Engraving and Printing	2 00	
	2742	T. N. Burrill, Chief	Waste paper	do	143 17	
						145 17
	2743	H. A. Gill, D. A	Old bronze, iron, &c	Fish Commission	21 57	
	2744	E. F. Burton, Superintendent	Old barrels	Mint	7 25	
	2745	W. B. Morgan, D. A	Horse and buggy	Coast Survey	65 50	
						94 32
	2746	F. Rodgers, Commander	Boiler of tender "Geranium"	Light-House Service	87 96	
	2747	W. S. Schley, Commander	Old chain, lead, &c	do	1,537 84	
	2748	J. J. Read, Commander	Old barrels, &c	do	671 89	
						2,297 69
	2749	W. H. Robertson, Collector	Old gas fixtures	Customs	8 88	
	2750	S. Moffitt, Collector	Old boat	do	1 50	
	2751	S. Moffitt, Collector	Waste paper	do	1 07	
	2752	J. Hirst, Collector	Old revenue-boat	do	5 00	
	2753	F. J. Babson, Collector	Old boat-house	do	8 33	
	2754	A. W. Bash, Collector	Old revenue-boat	do	28 98	
	2755	B. Upton, jr., Collector	Furniture	do	1 00	
						54 76
	2756	M. J. Dady, Superintendent	Old iron, sashes, &c	Barge-office bldg., N. Y.	40 00	
	2757	S. Hannaford, Superintendent	Old timber	Custom-house, Cincinnati	43 00	
	2758	J. B. Raulston, D. A	Old building, fence, &c	Court-house, Danville	120 20	
	2759	J. W. Ewing, Dis. Clk	Horse	Department Justice	75 00	
	2760	J. G. Nicolay, Marshal	Furniture	Supreme Court U. S	90 31	
	2761	G. B. Loring, Commissioner	Tools	Department Agriculture	185 50	
	2762	J. D. McChesney, Dis. Clk	Publications, Geological Survey	Interior Department	82 26	
						636 27
	2763	H. T. B. Harris, Paymaster	Provisions	Provisions and Clothing	62 58	
	2764	A. W. Bacon, Paymaster	do	do	15 59	
						78 17
	2765	W. B. Slack, Quartermaster	Clothing, &c	Marine	55 82	
	2766	W. B. Slack, Quartermaster	do	do	5 00	
						60 82
						48,483 95
		Total				285,055 02

Statement of proceeds of Government property, &c.—Continued.

RECAPITULATION FOR THE FISCAL YEAR ENDED JUNE 30, 1883.

TREASURY.			WAR—Continued.		
Treasury Department	$4,099 18		Military Academy	$443 75	
Mint	3,564 34		Signal Service	459 84	
Marine-Hospital Service	1,653 06		Paymaster-General	56 38	
Light-House Service	4,840 45		Subsistence	41 27	
Fish Commission	61 79		Adjutant-General's Office	78 86	
Coast Survey	7,052 79		Military prison	8 95	
Steamboat-Inspection Service	50 50		War Department, (civil)	895 21	
Montana	380 45		Building for State, War, and Navy Departments	748 11	
Engraving and Printing	1,589 35		Engineers, (rivers)	22,848 42	
Supervising Architect	57 95		Engineers, (surveys)	622 47	
National Board of Health	239 99		Engineers, (forts)	172 86	
Independent Treasury	211 52				$225,035 68
Internal Revenue	74 12		NAVY.		
Customs	4,815 12				
Custom-house, Cincinnati	2,398 36		Provisions and Clothing	5,424 77	
Custom-house, Hartford	139 21		Equipment and Recruiting	308 91	
Custom-house, Memphis	218 20		Construction and Repair	6 45	
Custom-house, Chicago	227 74		Navy Department, (civil)	129 15	
Custom-house, New York	118 00		Marine	535 17	
Custom-house, St. Louis	1,011 62				6,404 45
Custom-house, Nashville	52 24		MISCELLANEOUS.		
Custom-house, Kansas City	210 00				
Custom-house, Albany	1 75		Senate	10 08	
Barge office, New York	40 00		House of Representatives	1,195 44	
Post office and sub-treasury, Boston	1,340 54		Supreme Court of the United States	115 31	
Court-house and post office, Utica	361 41		Public Printer	3,372 84	
Court-house and post office, Baltimore	330 80		Bureau of Ethnology	35 85	
Court-house and post office, Harrisburg	211 00		Department of State	4,381 99	
Court-house and post office, Philadelphia	179 82		Department of Agriculture	408 00	
Court-house and post office, New York	471 44		Department of Justice	481 63	
Court-house and post office, Pittsburgh	126 42		Department of the Interior	2,441 51	
Court-house and post office, Columbus	329 85		Department of the Interior, (Geological Survey)	751 70	
Court-house and port office, Danville	120 20		Department of the Interior, (Indians)	3,546 98	
Court-house and post office, Jackson, Miss.	157 75		Department of the Interior, (Census)	61 00	
		$36,736 96	Department of the Interior, (Lands)	75 60	
WAR.					16,877 93
Quartermaster's Department	191,258 56				
Ordnance	1,330 91		Total		285,055 02
Medical	6,070 09				

RECAPITULATION BY DEPARTMENTS.

TREASURY.			NAVY.		
Third quarter, 1882	$10,054 02		Third quarter, 1882	$4,546 70	
Fourth quarter, 1882	10,353 65		Fourth quarter, 1882	1,177 38	
First quarter, 1883	8,142 22		First quarter, 1883	301 23	
Second quarter, 1883	8,187 07		Second quarter, 1883	379 14	
		$36,736 96			$6,404 45
WAR.			MISCELLANEOUS.		
Third quarter, 1882	93,414 81		Third quarter, 1882	5,980 42	
Fourth quarter, 1882	53,961 53		Fourth quarter, 1882	3,644 73	
First quarter, 1883	40,617 45		First quarter, 1883	4,376 93	
Second quarter, 1883	37,041 89		Second quarter, 1883	2,875 85	
		225,035 68			16,877 93
			Total		285,055 02

STATEMENT OF EXPENDITURES FROM THE APPROPRIATION FOR CONTINGENT EXPENSES OF THE INDEPENDENT TREASURY FOR THE FISCAL YEAR 1883.

To whom advanced or paid.	Character of expenditure.	Amount.	Total.
Adams Express Company	Transportation of gold and silver coin, notes, bonds, and other securities of the United States.	$41,350 61	
	Transportation of other Government property	13 70	
			$41,364 31
A. F. Hitchings	Transportation of public funds		20 14
A. W. Bash	do		17 00
J. D. Merryman	do		220 05
J. R. Brierly	do		50 15
W. W. Bowers	do		174 95
W. H. Volk	do		2 50
S. T. Percy	do		11 20
E. H. Wheeler	do		1 10
J. L. Haynes	do		9 93
J. H. Brooks	do		7 50
J. F. Babson	do		9 50
H. Southworth	do		22 45
S. M. Johnson	do		3 25
C. H. Mallory & Co	do		276 83
Benj. Upton, jr	do		9 05
G. A. Johnson	do		16 10
W. H. Hunt, jr	do		1 60
John Mayhew	do		2 50
Abner Tibbitts	do		116 70
Orren Tufts	do		10 05
Baltimore and Ohio Railroad Company	Transportation of public property		2 89
Chicago, Rock Island, and Pacific Railroad Company.	do		9 24
Pennsylvania Railroad Company	do		9 86
Union Pacific Railroad Company	do		31 12
Central Pacific Railroad Company	do		26 92
Thomas Taylor	Labor handling silver		1 25
Henry Troemner	Coin-scales and weights		387 90
J. A. Sample	One coin-cashier		10 00
Thomas H. Morris	Services rendered during transfer of U. S. Assistant Treasurer's office at Baltimore from Peter Negley to F. M. Darby.		5 00
Thomas C. Acton	Cartage on gold certificates in New York city		10 00
Fairbanks & Co	Scale and weights		16 80
J. B. Lambie	One Fairbanks scale		9 00
P. F. Herwig	Expenses of transfer of U. S. Assistant Treasurer's office, New Orleans, from B. F. Flanders to P. F. Herwig.		512 50
New York Clearing-House Association	Proportion of expense due from the United States as a member of		390 00
United States Mint	One hopper and six counting-boards for office of United States Assistant Treasurer at Philadelphia.		172 93
H. F. Reh	14,000 pasteboard boxes		525 00
L. F. Requa	111,100 coin-bags		5,109 00
Treasury Department	Stationery for Independent-Treasury offices		2,091 04
George H. Smith	Travelling expenses, Washington to Baltimore and return		18 95
C. E. Coon	Travelling expenses, Washington to New York and return, in charge of Government securities.		18 60
W. F. Williams	do		19 00
M. L. Muhleman	do		19 00
C. H. Dow	do		23 50
Walter Stewart	do		26 35
A. U. Wyman	do		27 00
H. A. Whitney	do		34 20
	do		30 70
Jerome Wise	do		22 30
S. A. Johnson	do		27 45
G. F. Johnston	do		20 20
C. L. Jones	do		19 80
P. Byrne	do		19 65
A. R. Quaiffe	do		17 85
P. H. Eaton	do		20 95
T. H. Byrnes	do		25 90
William Fletcher	do		27 25
J. W. Whelpley	do		29 37
E. O. Graves	do		25 45
George C. Flenner	do		25 60
J. C. Poynton	do		24 90
A. T. Huntington	do		23 00
J. A. Sample	do		24 40
Conrad Becker	Three leather bags		25 00
George Bruce's Son & Co	Material for printing interest schedules		13 31
J. H. H. Taylor	Services rendered in transfer of U. S. Assistant Treasurer's office at New Orleans.		10 00
P. Negley, U. S. Assistant Treasurer, Baltimore, Md.	Post-office-box rent	2 00	
	Cooperage	4 40	
			6 40

Statement of expenditures from the appropriation for contingent expenses, &c.—Continued.

To whom advanced or paid.	Character of expenditure.	Amount.	Total.
F. M. Darby, U. S. Assistant Treasurer, Baltimore, Md.	Post-office-box rent	$6 00	
	Cooperage	13 50	
	Hand-stamps	5 80	
	City directories	5 00	
	Sundries	19 30	
			$49 60
M. P. Kennard, U. S. Assistant Treasurer, Boston, Mass.	Post-office-box rent	20 00	
	Leather bag	5 00	
	City directories	6 50	
	Tags	8 40	
	Washing towels	59 40	
	Hand-stamps	33 35	
	Freight	10 86	
	Coin-kegs	12 60	
	Sundries	26 81	
			182 92
J. L. Beveridge, U. S. Assistant Treasurer, Chicago, Ill.	Freight	16 20	
	Hand-stamps	4 25	
	Washing towels	40 70	
	Tags	5 50	
	Sundries	8 10	
			74 75
L. Markbreit, U. S. Assistant Treasurer, Cincinnati, Ohio.	Post-office-box rent	15 00	
	Freight	11 42	
	City directories	10 00	
	Coin-kegs	37 20	
	Sundries	22 20	
			95 82
Thomas C. Acton, U. S. Assistant Treasurer, New York, N. Y.	Post-office-box rent	16 00	
	Freight	17 22	
	Coin-kegs	21 25	
	Hand-stamps	23 00	
	Banker's Almanac	20 00	
	Dictionary	9 00	
	Waste-paper baskets	12 00	
	Cog-wheel for cutting coin	7 50	
	Care burglar-alarm, &c	24 18	
	Sundries	212 34	
			362 49
B. F. Flanders, U. S. Assistant Treasurer, New Orleans, La.	Post-office-box rent	12 00	
	Freight	27 95	
	Washing towels	26 65	
	Rent of telephone	62 50	
	Stamp-ribbons	4 50	
	Sundries	13 40	
			147 00
P. F. Herwig, U. S. Assistant Treasurer, New Orleans, La.	Washing towels	3 35	
	Rent of telephone	12 50	
	Freight	2 50	
	Sundries	4 95	
			23 30
George Eyster, U. S. Assistant Treasurer, Philadelphia, Pa.	Post-office-box rent	12 00	
	Freight	9 01	
	Hand-stamps	10 50	
	City directories	15 00	
	Sundries	19 40	
			65 91
A. G. Edwards, U. S. Assistant Treasurer, St. Louis, Mo.	Rent of office and store-room	4,000 00	
	Rent of vault	1,312 50	
	Gas	124 50	
	Rent of telephone	55 00	
	Ice	26 78	
	Washing windows	84 00	
	Washing towels	30 00	
	Freight	10 25	
	Labor handling silver	41 10	
	Coin-balance	10 50	
	Sundries	54 57	
			5,749 20
N. W. Spaulding, U. S. Assistant Treasurer, San Francisco, Cal.	Post-office-box rent and postage	14 79	
	City directories	9 50	
	Hand-stamps	41 50	
	Freight	4 25	
	Sundries	54 70	
			124 74
Total			59,169 12

Statement of expenditures from the appropriation for contingent expenses, &c.—Continued.

RECAPITULATION.

Expenses of transportation of public moneys, securities, property, &c	$43,117 92	Washing towels	$160 10
Labor handling silver	42 35	Washing windows	84 00
Coin-scales and weights	424 20	Coin-kegs	71 05
Coin-cashier	10 00	Banker's Almanac	20 00
Services rendered in transfer of Assistant Treasurer's offices	527 50	Dictionary	9 00
Proportion of expense due from the United States to the New York Clearing-House Association, the Assistant Treasurer being a member thereof	390 00	Waste-paper baskets	12 00
Hopper and counting-boards	172 93	Cog-wheel for cutting coin	7 50
Pasteboard boxes	525 00	Care burglar-alarm, &c	24 18
Coin-bags	5,109 00	Rent of telephone	130 00
Stationery for Independent-Treasury offices	2,091 04	Rent of office and store-room	4,000 00
Leather bags	30 00	Rent of vault	1,312 50
Material for printing interest schedules	13 31	Stamp-ribbons	4 50
Post-office-box rent and postage	97 79	Gas	124 50
Cooperage	17 90	Ice	26 78
Hand-stamps	118 40	Sundries	435 77
City directories	46 00	Amount expended	59,169 12
Tags	13 90	Amount unexpended	15,830 88
		Amount appropriated	75,000 00

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ESTIMATES OF APPROPRIATIONS FOR THE DISTRICT OF COLUMBIA.

LETTER

FROM THE

COMMISSIONERS OF THE DISTRICT OF COLUMBIA,

TRANSMITTING

Estimates for the expenses of the District of Columbia for the fiscal year ending June 30, 1885; also letter of the Secretary of the Treasury of 21st ultimo, returning estimates to said Commissioners, and stating the amount approved by him and the fund or purpose to which it belongs.

DECEMBER 14, 1883.—Referred to the Committee on Appropriations and ordered to be printed.

OFFICE OF THE COMMISSIONERS, DISTRICT OF COLUMBIA,
Washington, December 7, 1883.

SIR: In obedience to the requirements of section 3 of the act providing a permanent form of government for the District of Columbia, approved June 11, 1878, the Commissioners have the honor to transmit to Congress their estimates of the expenses of the District of Columbia for the fiscal year ending June 30, 1885, together with the letter of the Secretary of the Treasury, dated 21st ultimo, returning the estimates to the Commissioners with a statement of the amount approved by him and the fund or purpose to which each item belongs.

Very respectfully,

J. B. EDMONDS,
J. R. WEST,
G. J. LYDECKER,
Major of Engineers, U. S. A.,
Commissioners of the District of Columbia.

Hon. JOHN G. CARLISLE,
Speaker of the House of Representatives, United States.

TREASURY DEPARTMENT,
November 21, 1883.

GENTLEMEN: Pursuant to the duty devolved upon the Secretary of the Treasury by section 3 of "An act providing a permanent form of government for the District of Columbia," approved June 11, 1878, he returns herewith the estimates submitted by you for the expenses of the District of Columbia for the fiscal year ending June 30, 1885, with his approval, as follows:

Salaries and contingent expenses.—Executive office, $21,344; assessor's office, $13,500; collector's office, $17,300; auditor's office, $16,500; attorney's office, $8,792; sinking-fund office, $2,700; coroner's office, $2,500; engineer's office, $62,450; miscellaneous expenses, $5,000; in all, $150,086.

Improvements and repairs.—Repairs to concrete pavements $50,000; materials for permit work, $50,000; continuation of surveys of the District with reference to the extension of various avenues to the District line, $5,000; boundary, intercepting, and lateral sewers, $100,000; work on sundry avenues and streets, and replacement of pavements, $245,417.50; in all, $450,417.50.

Constructing, repairing, and maintaining bridges.—Ordinary care of Benning's, Anacostia, and Chain Bridges, $2,000; repairing and maintaining bridges under control of the Commissioners, $500; in all, $2,500.

Washington Aqueduct.—Engineering, maintenance, and general repairs, $22,000.

Institutions of charity, reformatories, and prisons.—Washington Asylum, $52,735; Reform School, $32,800; Georgetown Almshouse, $1,800; Hospital for Insane, $112,500; Columbia Hospital for Women, &c., $15,000; Industrial Home School, $15,000; transportation of paupers and prisoners, $3,000; relief of the poor, $15.000; in all, $247,835.

Streets.—Cleaning, sweeping, and sprinkling streets and avenues, $40,000; cleaning alleys, $10,000; current work of repairs of streets, avenues, and alleys, $25,000; current repairs to county roads and suburban streets, $35,000; cleaning and repairing lateral sewers and basins, $25,000; cleaning tidal sewers, $3,000; repairs to pumps, $2,000; parking commission, $18,000; street lamps, $109,000; in all, $267,000.

Metropolitan police.—Salaries and miscellaneous expenses, $331,000.

Fire department.—Salaries and miscellaneous expenses, $116,440.

Telegraph and telephone service.—Salaries and miscellaneous expenses, $20,440.

Courts.—Salaries, contingent and judicial expenses, $16,218.

Public schools.—Pay of superintendents and clerks, $7,250; pay of 555 teachers, $371,850; pay of janitors, $27,780; rent of school buildings, $6,460; fuel, $20,000; repairs and improvements to school buildings and grounds, $25,000; contingent expenses, including furniture, books, stationery, printing, insurance, and miscellaneous items, $20,000; in all, $478,340.

Buildings for public schools.—Purchase of sites, when necessary, and erection and completion of new buildings, and for furniture for new buildings, $66,000.

Miscellaneous expenses.—Repairs and replacement of hay scales, $500; rent of District offices, $3,600; general advertising $4,000; books for register of wills, printing checks, damages, and miscellaneous items, $2,500; in all, $10,600.

Health department.—Salary of health officer, $3,000; six sanitary inspectors, at $1,200 each, $7,200; clerks and other assistants, $7,000; contingent expenses, $4,000; removal of garbage, $15,000; in all, $36,200.

Interest and sinking fund.—Interest and sinking fund on the funded debt, exclusive of water bonds, $1,213,947.97.

Contingent expenses.—General contingent expenses of the District, to be expended only in cases of emergency, such as riot, pestilence, calamity by flood or fire, and of like character, not otherwise sufficiently provided for, $10,000.

Water department (payable out of the water fund).—Pay of officers, clerks, and others, $9,339; contingent expenses, $2,400; engineers and firemen, coal, material, and for high service in Washington and Georgetown, pipe distribution to high and low service, including public hydrants and fire-plugs, replacing the 9-inch with 10-inch fire-plugs, material and labor, repairing and laying new mains and lowering mains, $130,000; interest and sinking fund on water-stock bonds, $44,610; in all, $186,349—

Making an aggregate total, exclusive of water department, of $3,439,024.47, one-half of which is to be provided for from the revenues of the District of Columbia.

The estimates, as herein approved, differ in amount from those submitted by the Commissioners, as follows:

Increase:		
Government Hospital for the Insane		$65,800 00
Decrease:		
Salary of Engineer Commissioner	$237 50	
Salary of the surveyor	3,000 00	
Salary of one market master	1,200 00	
Health department	6,780 00	
Work on sundry avenues and streets	54,582 50	
		65,800 00

Very respectfully,

CHAS. J. FOLGER,
Secretary.

Hon. COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

ESTIMATES OF APPROPRIATIONS REQUIRED FOR THE SERVICE OF THE FISCAL YEAR ENDING JUNE 30, 1885, BY THE COMMISSIONERS OF THE DISTRICT OF COLUMBIA.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties, authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1884.
GENERAL EXPENSES.							
Salaries and Contingent Expenses—							
Executive office:							
Two Commissioners, at $5,000 each	June 11, 1878 Mar. 3, 1883				$10,000 00		
One Engineer Commissioner	do				1,161 50		
One secretary	do				2,160 00		
One clerk	do				1,500 00		
One clerk	do				1,400 00		
One clerk	do				1,200 00		
One messenger	do				600 00		
One messenger	do				480 00		
One driver	do				480 00		
Contingent expenses, including printing, books, stationery, and miscellaneous items	do				2,600 00		
						$21,581 50	$21,101 50
Assessor's office:							
One assessor	Mar. 3, 1883				3,000 00		
Two assistant assessors, at $1,600 each	do				3,200 00		
One license clerk	do				1,200 00		
One inspector of licenses	do				1,200 00		
One assistant inspector of licenses	do				900 00		
One messenger	do				600 00		
Temporary clerk hire	do				2,400 00		
Contingent expenses, including printing, books, stationery, detection of frauds on the revenue, and miscellaneous items	do				1,000 00		
						13,500 00	12,600 00
Collector's office:							
One collector	June 11, 1878 Mar. 3, 1883				4,000 00		
One cashier	do				1,800 00		
One bookkeeper	do				1,600 00		
Four clerks, at $1,400 each	do				5,600 00		
One clerk	do				1,200 00		
One messenger	do				600 00		
Contingent expenses, including temporary clerks, printing, books, stationery, and miscellaneous items	do				2,500 00		
						17,300 00	17,300 00
Auditor's office:							
One auditor	Mar. 3, 1883				3,000 00		
One chief clerk	do				1,800 00		
One bookkeeper	do				1,800 00		
One clerk	do				1,600 00		
Two clerks, at $1,400 each	do				2,800 00		
Three clerks, at $1,200 each	do				3,600 00		
One clerk	do				1,000 00		
One messenger	do				600 00		
Contingent expenses, including books, stationery, and miscellaneous items	do				300 00		
						16,500 00	15,200 00
Attorney's office:							
One attorney	Mar. 3, 1883				4,000 00		
One assistant attorney	do				2,000 00		
One special assistant attorney	do				1,000 00		
One clerk	do				1,000 00		
One messenger	do				192 00		
Rent of office	do				100 00		
Contingent expenses, including books, stationery, printing, and miscellaneous items	do				500 00		
						8,792 00	8,812 00
Sinking Fund office:							
Two clerks, at $1,200 each	Mar. 3, 1883				2,400 00		
Contingent expenses, including books, stationery, printing, and miscellaneous items	do				300 00		
						2,700 00	2,700 00
Coroner's office:							
One coroner	Mar. 3, 1883				1,800 00		
Contingent expenses, including jurors' fees, stationery, books, blanks, removal of deceased persons, making autopsies and holding inquests	do				700 00		
						2,500 00	2,500 00
Engineer's office:							
One chief clerk	Mar. 3, 1883				1,900 00		
Three clerks, at $1,600 each	do				4,800 00		
One clerk	do				1,400 00		
Three clerks, at $1,200 each	do				3,600 00		
Four clerks, at $900 each	do				3,600 00		
One computing engineer	do				2,400 00		

Estimates of appropriations—District of Columbia—for the fiscal year ending June 30, 1885—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties, authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1884.
GENERAL EXPENSES—Continued.							
Salaries and contingent expenses—Continued.							
Engineer's office—Continued.							
One inspector of buildings	Mar. 3, 1883	-----	-----	-----	$2,400 00		
One assistant inspector of buildings	....do	-----	-----	-----	1,000 00		
One inspector of asphalt and cement	....do	-----	-----	-----	2,400 00		
One inspector of gas and meters	....do	-----	-----	-----	2,000 00		
One surveyor for the District of Columbia; provided, that said surveyor shall furnish his own assistant for field-work, and shall deposit with the collector of taxes, to the credit of the District of Columbia, all fees authorized by law	Submitted	-----	-----	-----	3,000 00		
One superintendent of streets	Mar. 3, 1883	-----	-----	-----	2,000 00		
One superintendent of roads	....do	-----	-----	-----	1,400 00		
One inspector of plumbing	....do	-----	-----	-----	1,800 00		
One superintendent of lamps	....do	-----	-----	-----	900 00		
One superintendent of parking	....do	-----	-----	-----	1,200 00		
One assistant superintendent of parking	....do	-----	-----	-----	700 00		
One assistant engineer	....do	-----	-----	-----	1,600 00		
Two assistant engineers, at $1,500 each	....do	-----	-----	-----	3,000 00		
One draughtsman	....do	-----	-----	-----	1,200 00		
Three rodmen, at $780 each	....do	-----	-----	-----	2,340 00		
Three axmen, at $650 each	....do	-----	-----	-----	1,950 00		
Three inspectors of streets and sewers, at $1,200 each	....do	-----	-----	-----	3,600 00		
Three market-masters, at 1,200 each	....do	-----	-----	-----	3 600 00		
One market-master	....do	-----	-----	-----	900 00		
One harbor-master	....do	-----	-----	-----	1,200 00		
One janitor	....do	-----	-----	-----	700 00		
Five messengers, at $480 each	....do	-----	-----	-----	2,400 00		
Three watchmen, at $480 each	....do	-----	-----	-----	1,440 00		
Two laborers, at $360 each	....do	-----	-----	-----	720 00		
Contingent expenses, including rent of property-yards, books, stationery, binding, and preservation of records in the engineer's and surveyor's offices, printing, transportation (vehicles, animals, saddlery, forage and repairs), and miscellaneous items, not otherwise provided for	....do	-----	-----	-----	5,500 00		
						$66,650 00	$61,550 00
Salaries and contingent expenses:							
Fuel, ice, gas, repairs, insurance, and general miscellaneous expenses of District offices and markets	....do	-----	-----	-----	5,000 00	5,000 00	5,000 00
Improvements and repairs, and for care and repair of bridges—							
Improvements and repairs:							
Repairs to concrete pavements	June 11, 1878 Mar. 3, 1883	----	-----	-----	50,000 00		
Materials for permit work	....do	-----	-----	-----	50,000 00		
Continuation of surveys of the District of Columbia with reference to the extension of various avenues to the District line	....do	-----	-----	-----	5,000 00		
Boundary intercepting and lateral sewers	....do	-----	-----	-----	100,000 00		
Work on sundry avenues and streets and replacement of pavements, named in appendix	....do	-----	-----	-----	300,000 00		
						505,000 00	530,000 00
Care and repair of bridges:							
Ordinary care of Benning's, Anacostia, and Chain Bridges	....do	-----	-----	-----	2,000 00		
Repairing and maintaining bridges under the control of the Commissioners of the District of Columbia	....do	-----	-----	-----	500 00		
						2,500 00	3,500 00
Washington Aqueduct:							
Engineering, maintenance, and general expenses	June 11, 1878 Mar. 3, 1883	----	-----	-----	22,000 00	22,000 00	20,000 00
Maintaining institutions of charity, reformatories, and prisons—							
Washington Asylum:							
One commissioner and intendant	Mar. 3, 1883	-----	-----	-----	1,200 00		
One matron	....do	-----	-----	-----	600 00		
One visiting physician	....do	-----	-----	-----	1,080 00		
One resident physician	....do	-----	-----	-----	480 00		
One engineer	....do	-----	-----	-----	600 00		
One assistant engineer	....do	-----	-----	-----	300 00		
One overseer	....do	-----	-----	-----	800 00		
One clerk	....do	-----	-----	-----	600 00		
One baker	....do	-----	-----	-----	420 00		
Five overseers, at $600 each	....do	-----	-----	-----	3,000 00		
Five watchmen, at $365 each	....do	-----	-----	-----	1,825 00		
One ambulance driver	....do	-----	-----	-----	120 00		
One blacksmith	....do	-----	-----	-----	240 00		
One hostler	....do	-----	-----	-----	120 00		
Two cooks, at $120 each	....do	-----	-----	-----	240 00		
One cook	....do	-----	-----	-----	60 00		
Five nurses, at $60 each	....do	-----	-----	-----	300 00		

Estimates of appropriations—District of Columbia—for the fiscal year ending June 30, 1885—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties, authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1884.
GENERAL EXPENSES—Continued.							
Maintaining institutions of charity, reformatories, &c.—Cont'd.							
Washington Asylum—Continued.							
Contingent expenses, including improvements, provisions, fuel, forage, lumber, shoes, clothing, hardware, dry goods, medicines, and miscellaneous items	Mar. 3, 1883	.....	.....	.....	$35,000 00		
Repairs to almshouse, including new blinds, painting and putting in gas pipe and fixtures, and moving and refitting stable	Submitted ...	.....	.....	.....	2,500 00		
Dump-cars, iron rails, ties, switches, joints and spikes to construct 2,500 feet of movable track for the purpose of grading streets and avenues in the eastern portion of the city, and for filling in marshes adjoining the Asylum grounds	....do	.....	.....	.....	3,250 00		
						$52,735 00	$46,320 00
Salaries:							
One superintendent, $1,500; one assistant superintendent, $900; four teachers, $3,000; matron of school, $600; two matrons of family, $360; farmer, $480; superintendent of chair shop, $540; shoemaker, $300; baker, $300; engineer, $336; tailor, 240; seamstress, $144; two dining-room servants, $144 each; chambermaid, $144; laundress, $144; florist, $240; cook, $300; watchmen, not exceeding five in number, $1,080	Mar. 3, 1883	.....	.....	.....	10,896 00	10,896 00	10,936 00
Subsistence:							
Groceries, $5,000; flour, $3,000; meat, $2,500; dry goods, $2,200; leather, $600; gas, $600; coal, $2,000; hardware and table and wooden ware, $554; furniture, $600; farm implements and seed, $450; harness and repairs to same, $150; fertilizers, $600; stationery and books, $250; plumbing, painting, and glazing, $500; medicine and medical attention, $600; miscellaneous expenditures, $1,300; purchase of stock, $500; fencing, $500	....do	.....	.....	.....	21,904 00	21,904 00	22,014 00
Georgetown Almshouse:							
Support of inmates	....do	.....	.....	.....	1,800 00	1,800 00	1,800 00
Government Hospital for the Insane:							
Support of the indigent insane of the District of Columbia	....do	.....	.....	.....	46,700 00	46,700 00	47,700 00
Transportation of paupers and conveying prisoners to workhouse	....do	.....	.....	.....	3,000 00	3,000 00	3,000 00
Relief of the poor	....do	.....	.....	.....	15,000 00	15,000 00	15,000 00
Columbia Hospital for Women and Lying-in Asylum:							
Support and maintenance	....do	.....	.....	.....	15,000 00	15,000 00	15,000 00
Industrial Home School:							
Maintenance of inmates and salaries of superintendent and employés	....do	.....	.....	.....	10,000 00	.....	.....
Maintenance and promotion of industries and additional water supply, bath-room, fencing, and other improvements	.....	.....	.....	.....	5,000 00	15,000 00	10,000 00
Streets—							
Sweeping, cleaning, and sprinkling streets, and avenues	June 11, 1878 Mar. 3, 1883	.....	.....	.....	40,000 00		
Cleaning alleys	....do	.....	.....	.....	10,000 00		
Current work of repairs of streets, avenues, and alleys	....do	.....	.....	.....	25,000 00		
Current repairs to county roads and suburban streets	....do	.....	.....	.....	35,000 00		
Cleaning and repairing lateral sewers and basins	....do	.....	.....	.....	25,000 00		
Cleaning tidal sewers	....do	.....	.....	.....	3,000 00		
Repairs to pumps	....do	.....	.....	.....	2,000 00		
						140,000 00	118,500 00
Parking Commission:							
Contingent expenses, including laborers, cart hire, trees, tree-boxes, tree-stakes, tree-straps, planting and care of trees, whitewashing, care of parks, and miscellaneous items	....do	.....	.....	.....	18 000 00	18,000 00	18,000 00
Street lamps:							
Illuminating material and lighting, extinguishing, repairing, and cleaning lamps on avenues, streets, and alleys, and for purchasing and erecting new lamp-posts, and to replace such as are old, damaged, and unfit for use	....do	.....	.....	.....	109,000 00	109,000 00	95,380 00
Metropolitan police—							
One major and superintendent	....do	.....	.....	.....	2,600 00		
One captain	....do	.....	.....	.....	1,800 00		
One lieutenant, night inspector	.....	.....	.....	.....	1,500 00		
One property clerk	Mar. 3, 1883	.....	.....	.....	1,800 00		
One clerk	....do	.....	.....	.....	1,500 00		
One clerk	....do	.....	.....	.....	900 00		
Four surgeons, for the police and fire departments, at $450 each	....do	.....	.....	.....	1,800 00		

Estimates of appropriations—District of Columbia—for the fiscal year ending June 30, 1885—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties, authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1884.
GENERAL EXPENSES—Continued.							
Metropolitan Police—Continued.							
Additional compensation to privates detailed from time to time for special service in the detection and prevention of crime, or as much thereof as may be necessary	Mar. 3, 1883				$1,440 00		
Nine lieutenants, at $1,320 each	....do				11,880 00		
Twenty sergeants, at $1,140 each	....do				22,800 00		
Eighty privates, class 1, at $900 each	....do				72,000 00		
One hundred and forty-two privates, class 2, at $1,080 each	....do				153,360 00		
Seventeen station-keepers, at $720 each	....do				12,240 00		
Eight laborers, at $420 each	....do				3,360 00		
One messenger	....do				700 00		
One messenger	....do				500 00		
One major and superintendent, mounted	....do				240 00		
One captain, mounted	....do				240 00		
Twenty lieutenants, sergeants, and privates, mounted, at $240 each	....do				4,800 00		
One driver	....do				420 00		
One ambulance driver	....do				600 00		
One assistant to driver	....do				300 00		
Rent of sixth and seventh precinct station-houses, sub-station at Uniontown, and police headquarters	....do				3,020 00		
Fuel	....do				2,000 00		
Repairs to station-houses	....do				1,200 00		
Miscellaneous and contingent expenses, including stationery, books, telegraphing, photographs, printing and binding, gas, ice, washing, meals for prisoners, furniture and repairs to same, police equipments and repairs to same, beds and bed-clothing, insignia of office, horses, harness and forage, repairs to van and ambulance, and expenses incurred in prevention and detection of crime	....do				10,000 00		
Erection of stable in first precinct	Submitted				3,000 00		
Purchase of site and erection of new station in sixth precinct	....do				15,000 00		
						$331,000 00	$301,560 00
Fire Department—							
One chief engineer	Mar. 3, 1883				1,800 00		
One assistant engineer	....do				1,400 00		
One clerk	....do				900 00		
Eight foremen, at $1,000 each	....do				8,000 00		
Six engineers, at $1,000 each	....do				6,000 00		
Six firemen, at $800 each	....do				4,800 00		
Two tillermen, at $800 each	....do				1,600 00		
Eight hostlers, at $800 each	....do				6,400 00		
Fifty-four privates, at $720 each	....do				38,880 00		
Three watchmen, at $720 each	....do				2,160 00		
One veterinary surgeon	....do				300 00		
Repairs to engine-houses	....do				1,200 00		
Fuel	....do				2,000 00		
Purchase of horses	....do				2,500 00		
Forage	....do				6,000 00		
Hose	....do				2,000 00		
Repairs to apparatus	....do				4,000 00		
Exchanging three Amoskeag engines	....do				9,000 00		
Contingent expenses, including office rent, horseshoeing, furniture, washing, oil, medical and stable supplies, harness, blacksmithing, labor, gas, and miscellaneous items	....do				7,500 00		
Purchase of site and erection of new engine-house	Submitted				10,000 00		
						116,440 00	101,060 00
Telegraph and Telephone Service—							
One general superintendent	Mar. 3, 1883				1,600 00		
One electrician	....do				1,200 00		
Two telegraph operators, at $1,000 each	....do				2,000 00		
Three telephone operators, at $600 each	....do				1,800 00		
Two repairmen, at $720 each	....do				1,440 00		
One laborer	....do				400 00		
General supplies, repairs and battery, including battery supplies, telephone rental, poles, wire and extension of lines, insulators, brackets and pins, gas and fuel, record books and stationery, office rent and wagon harness, blacksmithing, forage, washing, extra labor and the purchase of new fire-alarm boxes, and new implements and tools	....do				12,000 00		
						20,440 00	12,440 00

Estimates of appropriations—District of Columbia—for the fiscal year ending June 30, 1885—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties, authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1884.
GENERAL EXPENSES—Continued.							
Courts—							
Police court:							
One judge	Mar. 3, 1883				$3,000 00		
One clerk	....do				2,000 00		
One deputy clerk	....do				1,000 00		
Two bailiffs, at $3 per day each	....do				1,878 00		
One messenger	....do				900 00		
One doorkeeper	....do				540 00		
United States marshal's fees	....do				1,400 00		
Contingent expenses, including compensation of a justice of the peace acting as judge of the police court during the absence of said judge, books, stationery, fuel, ice, gas, witness fees, and miscellaneous items	....do				3,000 00		
Judicial expenses	....do				2,500 00		
						$16,218 00	$15,418 00
Public Schools—							
Salaries of superintendents, teachers and janitors, secretary of the board, and clerks, including additional teachers, rents, repairs, fuel, furniture, books, stationery, new school buildings, furniture for new school buildings, and miscellaneous items:							
Officers:							
One superintendent	Mar. 3, 1883				2,700 00		
One superintendent	....do				2,250 00		
One clerk to committee on accounts	....do				300 00		
One clerk to superintendent	....do				1,200 00		
One clerk	....do				800 00		
						7,250 00	7,050 00
Teachers:							
Five hundred and fifty-five teachers	....do				371,850 00	371,850 00	349,125 00
Janitors, and care of the several school buildings	....do				27,780 00	27,780 00	23,500 00
Rent of school buildings	....do				6,460 00		
Fuel	....do				20,000 00		
Repairs and improvements to school buildings and grounds	....do				25,000 00		
Contingent expenses, including furniture, books, stationery, printing, insurance, and miscellaneous items	....do				20,000 00		
						71,460 00	56,000 00
Buildings for schools:							
Purchase of sites, when necessary, and the erection and completion of new buildings, and furniture for new school buildings	....do					66,000 00	96,000 00
Miscellaneous Expenses—							
Repairs and replacement of public hay-scales	Mar. 3, 1883				500 00		
Rent of District offices	....do				3,600 00		
General advertising	....do				4,000 00		
Books for register of wills, printing checks, damages, and miscellaneous items	....do				2,500 00		
						10,600 00	10,600 00
Health Department—							
One health officer	Mar. 3, 1883				3,000 00		
Six sanitary inspectors, at $1,200 each	....do				7,200 00		
Two food inspectors, at $1,200 each	....do				2,400 00		
One inspector of marine products	....do				1,200 00		
Clerks	....do				7,000 00		
One messenger	....do				540 00		
One poundmaster	....do				1,200 00		
Laborers, at not exceeding $30 per month	....do				1,440 00		
Contingent expenses, including books, stationery, fuel, rent, repairs to pound and wagon for poundmaster, forage, meat for dogs, horseshoeing, and miscellaneous items	....do				4,000 00		
Removal of garbage	....do				15,000 00		
						42,980 00	42,780 00
Interest and sinking-fund—							
Interest and sinking-funding on the funded debt, exclusive of water bonds	Mar. 3, 1883				1,213,947 97	1,213,947 97	1,213,947 97
General contingent expenses of the District of Columbia—							
To be expended only in cases of emergency, such as riot, pestilence, calamity by flood or fire, and of like character, not otherwise sufficiently provided for	Mar. 3, 1883				10,000 00	10,000 00	10,000 00
Water Department—							
One chief clerk	Mar. 3, 1883				1,500 00		
One clerk	....do				1,400 00		
Two clerks, at $1,200 each	....do				2,400 00		
One clerk	....do				900 00		
One superintendent	....do				1,600 00		
One messenger	....do				600 00		

Estimates of appropriations—District of Columbia—for the fiscal year ending June 30, 1885—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties, authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1884.
GENERAL EXPENSES—Continued.							
Water Department—Continued.							
One inspector, at $3 per day	Mar. 3, 1883	.....	.....	.....	$942 00		
Contingent expenses, including books, stationery, forage, advertising, printing, and miscellaneous items	....do	.....	.....	.....	2,400 00		
Engineers and firemen, coal, material, and for high service in Washington and Georgetown, pipe distribution to high and low service, including public hydrants, fire-plugs, replacing the 9-inch with 10-inch fire-plugs, material and labor, repairing and laying new mains	....do	.....	.....	.....	130,000 00		
Interest and sinking-fund on water-stock bonds	....do	.....	.....	.....	44,610 00		
						$186,352 00	$105,853 50
Total		.....	.....	.....	.....	3,625,376 47	3,448,247 97

J. B. EDMONDS,
J. R. WEST,
G. J. LYDECKER, *Major Engineers, U. S. A.*,
Commissioners of the District of Columbia.

ASSESSOR'S OFFICE, DISTRICT OF COLUMBIA,
Washington, September 13, 1883.

Estimated receipts of the District government from all sources applicable to the general expenses of the District of Columbia for the fiscal year ending June 30, 1885.

Estimated assessed value of real estate at $1.50		$85,600,000
Estimated assessed value of real estate (agricultural) at $1		4,400,000
Total estimated assessed value of realty on 30th June, 1884		90,000,000
Estimated assessed value of new improvements from June 30, 1884, to June 30, 1885		1,750,000
Estimated value of realty for fiscal year ending 30th June, 1885		91,750,000
Estimated value of personal property for fiscal year ending 30th June, 1885		10,300,000
Total, real and personal, for fiscal year 1855		102,050,000

Estimated receipts.

Tax on real estate ($87,350,000) at $1.50	$1,310,250	
Tax on real estate (agricultural, $4,400,000) at $1	44,000	
Estimated collection, 80 per cent. on	1,354,250	$1,083,400
Estimated collection, 90 per cent. on personal tax on $154,500		139,050
Estimated receipts from arrears of general and personal taxes prior to 1884, on $991,528, at 15 per cent		148,729
Estimated receipts from arrears of general and personal taxes of 1884, on $218,742, at 70 per cent		153,119
Estimated receipts from licenses		125,000
Estimated receipts from markets		17,000
Estimated receipts from fines, &c., in police court		25,000
Estimated receipts from building permits		3,500
Estimated receipts from rent, wharves, hay scales, &c		2,000
Estimated receipts from certificates of arrears		1,800
Estimated receipts from dog tax		2,000
Estimated receipts from Washington Market—poor fund		7,500
Estimated receipts from fees of surveyor's office		5,000
Estimated receipts from miscellaneous sources		6,000
Total		1,719,098

Estimate of receipts—water department.

Estimated unexpended balance, June 30, 1884	$48,398	
Estimated receipts from water-main tax	16,000	
Estimated receipts from water rent	118,000	
Estimated receipts from water taps	2,100	
Estimated receipts from water permits	2,200	
		186,698
Total estimated receipts		1,905,796

APPENDIX

IN RELATION TO THE ESTIMATES OF THE COMMISSIONERS OF THE DISTRICT OF COLUMBIA. (See page —.)

IMPROVEMENTS AND REPAIRS.

SCHEDULE OF WORK PROPOSED TO BE EXECUTED DURING THE FISCAL YEAR 1884–'85.

CLASS A.—*Replacement of Wooden Pavements.*

Street.	From—	To—	Square yards.	Cost per square yard.	Total cost.
Second street southwest	B street	Maryland avenue	1,070	$2 25	$2,407 50
B street southwest	First street	do	5,430	2 75	14,932 50
Water street southwest	L street	M street	1,566	2 75	4,306 50
Missouri avenue northwest	Third street	Fourth-and-a-half street	2,481	2 75	6,822 75
New Jersey avenue northwest	L street	O Street	10,724	2 25	24,129 00
P street northwest	New Jersey avenue	Ninth street	6,230	2 25	14,017 50
P street northwest	Fifteenth street	Eighteenth street	8,123	2 25	18,276 75
R street northwest	Ninth street	Fourteenth street	7,590	2 25	17,077 50
Ninth street northwest	Rhode Island avenue	Boundary	3,400	2 25	7,650 00
Eighteenth street northwest	K street	L street	1,429	2 75	3,929 75
Nineteenth street northwest	do	M street	3,740	2 75	10,285 00
Twenty-second street northwest	do	do	2,806	2 25	6,313 50
Twenty-third street northwest	do	do	2,920	2 25	6,570 00
New Hampshire avenue northwest	P street	O street	2,710	2 25	6,097 50
L street northwest	Pennsylvania avenue	Twenty-sixth street	486	2 25	1,093 50
Potomac street, Georgetown	M street	O street	2,517	2 25	5,663 25
Total Class A			63,222		149,572 50

CLASS B.—*Replacement of Rubble Pavements.*

H street northwest	Fourteenth street	Fifteenth street	1,566	$2 25	*$3,679 50
H street northwest	Sixteenth-and-a-half street	Nineteenth street	4,890	2 25	*14,519 50
I street northwest	Second street	Fifth street	4,940	2 25	*13,860 62
Total Class B			11,396		32,059 62

CLASS C.—*New Pavements.*

A street southeast	Third street	Fifth street	2,355	2 25	†5,455 75
C street southeast	New Jersey avenue	Fourth street	7,220	2 25	*18,598 51
A street northeast	Second street	do	3,460	2 25	†8,015 00
B street northeast	do	Fifth street	4,540	2 25	†10,515 00
C street northeast	Third street	Fourth street	1,612	2 75	†4,540 40
Third street northeast	East Capitol street	Maryland avenue	3,380	2 25	†7,830 40
Fourth street northeast	do	do	4,616	2 25	†10,693 80
Fifth street northeast	do	do	5,240	2 25	†12,139 40
M sereet southwest	Fourth-and-a-half street	Seventh street	2,823	2 75	*9,309 25
Third street southwest	B street	Virginia avenue	6,200	2 75	*20,200 70
Water street southwest	M street	Sixth street	3,822	2 75	*12,360 30
Vermont avenue northwest	R street	T street	6,956	2 25	*17,541 30
Thirteenth street northwest	Corcoran street	do	4,890	2 25	*12,495 50
Eighteenth street northwest	P street	Q street	2,227	2 25	†6,110 75
O street, Georgetown	Twenty-eighth street	Thirty-second street	5,813	2 25	†13,459 25
P street, Georgetown	Thirty-second street	Thirty-fifth street	3,420	2 75	*13,198 50
Total Class C			68,574		182,463 81

CLASS D.—*Grading and Regulating.*‡

M street southeast	Fourth street	Eleventh street			9,530 51
North Carolina avenue southeast	Sixth street	do			9,399 60
South Carolina avenue southeast	Third street	do			7,542 12
New Jersey avenue northwest	O street	Boundary			6,402 56
Vermont avenue northwest	T street	do			2,940 50
Thirteenth street northwest	do	do			4,641 00
For filling up any streets below the established grade, provided the cost in no instance shall exceed ten cents per cubic yard					5,000 00
Total Class D					45,456 29

* Includes extra grading, new curb, and sidewalks.

† Includes extra grading.

‡ Consists of grading, laying sidewalks, with curbstones and gutters, graveling the roadway, and laying flag crossings. Asphalt pavements are estimated at $2.25 per square yard, and granite-block pavements at $2.75 per square yard. The above estimates do not include the work within two feet of railroad tracks, which will be paid for by the railroad companies.

RECAPITULATION.

	Square yards.	Total cost.
Class A.—Replacement of wood pavements	63, 222	$149, 572 50
Class B.—Replacement of rubble pavements	11, 369	32, 059 62
Class C.—New pavements	68, 574	182, 463 81
Class D.—Grading and regulating		45, 456 29
Total	143, 192	409, 552 22

48TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc No. 35.

LETTER

FROM

THE POSTMASTER-GENERAL,

TRANSMITTING THE

REPORT OF THE COMMITTEE

APPOINTED TO

DEVISE A MORE COMPLETE SYSTEM OF GAUGING THE RATES OF PAY FOR CARRYING THE MAILS ON RAILROAD ROUTES,

UNDER THE

ACT OF CONGRESS, APPROVED MARCH 3, 1883.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1884.

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LETTER

FROM

THE POSTMASTER-GENERAL,

TRANSMITTING

The report of the Commission appointed to investigate the Railway Mail Service and devise a system of gauging the rates of pay for carrying the mails.

JANUARY 9, 1884.—Referred to the Committee on the Post-Office and Post Roads and ordered to be printed.

POST-OFFICE DEPARTMENT,
Washington, D. C., December 20, 1883.

SIR: The Commission appointed under section 3 of the act making appropriations for this Department, approved March 3, 1883, to investigate the Railway Mail Service and devise a system of gauging the rates of pay for carrying the mails, have completed their labors, and their report is herewith transmitted for the information of Congress and for such action as may be deemed advisable. I have not been able since the completion of the report to give the subject as careful consideration as its importance deserves, and I am not prepared at present to make any definite recommendation in regard to it.

I may avail myself of a future opportunity to offer some suggestions on the subject.

Very respectfully,

W. Q. GRESHAM,
Postmaster-General.

Hon. J. G. CARLISLE,
Speaker of the House of Representatives.

REPORT:

WASHINGTON, D. C., *December* 3, 1883.

Hon. W. Q. GRESHAM, *Postmaster-General:*

SIR: The committee appointed by the Postmaster-General, under the act of Congress approved March 3, 1883, beg to present, as the result of their labors, the following report:

The official order constituting the committee directed them to—

frame and submit to the Postmaster-General a system for gauging the rates of pay for carrying the mails on railroad routes, in accordance with the provisions of section 3 of an act "making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1884, and for other purposes," approved March 3, 1883.

Acting under this order, the committee have, from the first, restricted their labors to one object, which was to reach a more equitable system for gauging the rates of pay for carrying the mails on railroads in the United States.

Whatever other investigation has been made was simply to help the committee to the possession of fuller data before making a final recommendation in so important a part of the postal service.

The committee prepared and mailed to every railroad corporation in the United States now carrying the mails a letter, a copy of which is herewith appended, reciting the act of Congress empowering the Postmaster-General to appoint such a committee, as well as the order by which the committee was nominated.

From each railroad a reply was solicited, in reference especially to two points, viz:

First. *What the proper basis of compensation would be.*

Second. *What rates of compensation should be fixed for the service.*

The committee also asked for exhibits of comparative earnings from other items of transportation, giving assurance that the subject was approached without prejudice or bias on the part of the committee, whose one purpose was to secure some system by which a rate of compensation would be adopted that would be "neither more nor less than just and reasonable."

To this letter many replies were received, which will be found accompanying this report. Some roads, it will be observed, decline to make any suggestions. Others, a few, are satisfied with the present method of determining the pay. The majority of the replies, however, are urgent in demanding a new method of gauging the pay, discussing the question from the stand-point of one particular road, assuming that the work of the committee would involve the hearing of complaints with reference to the scheme now in operation. As a result of this correspondence, the committee have been made fully acquainted with the views and wants of the railroads in connection with the postal service.

In so far as the complaints of injustice or of insufficiency of pay are concerned, it will be manifest at once that the committee would transcend the instructions under which they are acting if they should take any notice of anything save what is proposed to be done in the future. What has been done is a result of Congressional legislation, and could not be brought under the revision of this committee.

HISTORICAL SKETCH.

In order fully to understand the present status of this whole question, it will be necessary to set forth a brief sketch of the growth of this branch of the postal service.

The use of steam as a motive power created such a revolution in the carrying service of the country as to render all the earlier precedents of the postal service worthless. The development of the railway mail service to its present proportions is one of the natural results of the remarkable growth of the country in every material interest in the last half century.

The following diagrams (A and B) will show to the eye at a glance the extent and rapidity of this growth. What a few years ago was a feeble interest is now the most important factor in the entire postal service; the greatest single item of expenditure being for the transportation of the mails on railroads.

In the year 1842 there were but 3,000 miles of railroad service, at an annual cost of about $400,000. In 1853 there were about 12,000 miles of railroad service, costing $1,600,000. The year 1883 shows a railway postal service 110,000 miles in length, at a cost of about $13,800,000, the increase in 1883 being equal to the entire postal service by railroad in 1853.

COMPARATIVE STATEMENT OF THE RAILWAY POST OFFICE SERVICE.

Cost.		Clerks.
	(1865 to 1867 Formative.)	
$187,900	1867 4,435 mi.	160
329,700	1868 7,019 mi.	297
384,300	1869 7,201 mi.	324
442,000	1870 8,252 mi.	375
649,400	1871 11,208 mi.	573
821,600	1872 14,117 mi.	649
941,000	1873 14,866 mi.	752
1,058,000	1874 16,414 mi.	850
1,122,640	1875 16,932 mi.	901
1,278,340	1876 17,713 mi.	1042
1,222,690	1877 17,761 mi.	1046
1,260,590	1878 16,980 mi.	1081
1,272,590	1879 17,340 mi.	1091
1,378,160	1880 20,140 mi.	1206
1,487,560	1881 20,116 mi.	1293
	1882	
2,990,000	1900	2160

Scale $200,000.00 to the inch.
" 5000 Miles " " "

Comparative Table showing relatively the Miles of Mail Service by Railway, and rate of increase since 1842.

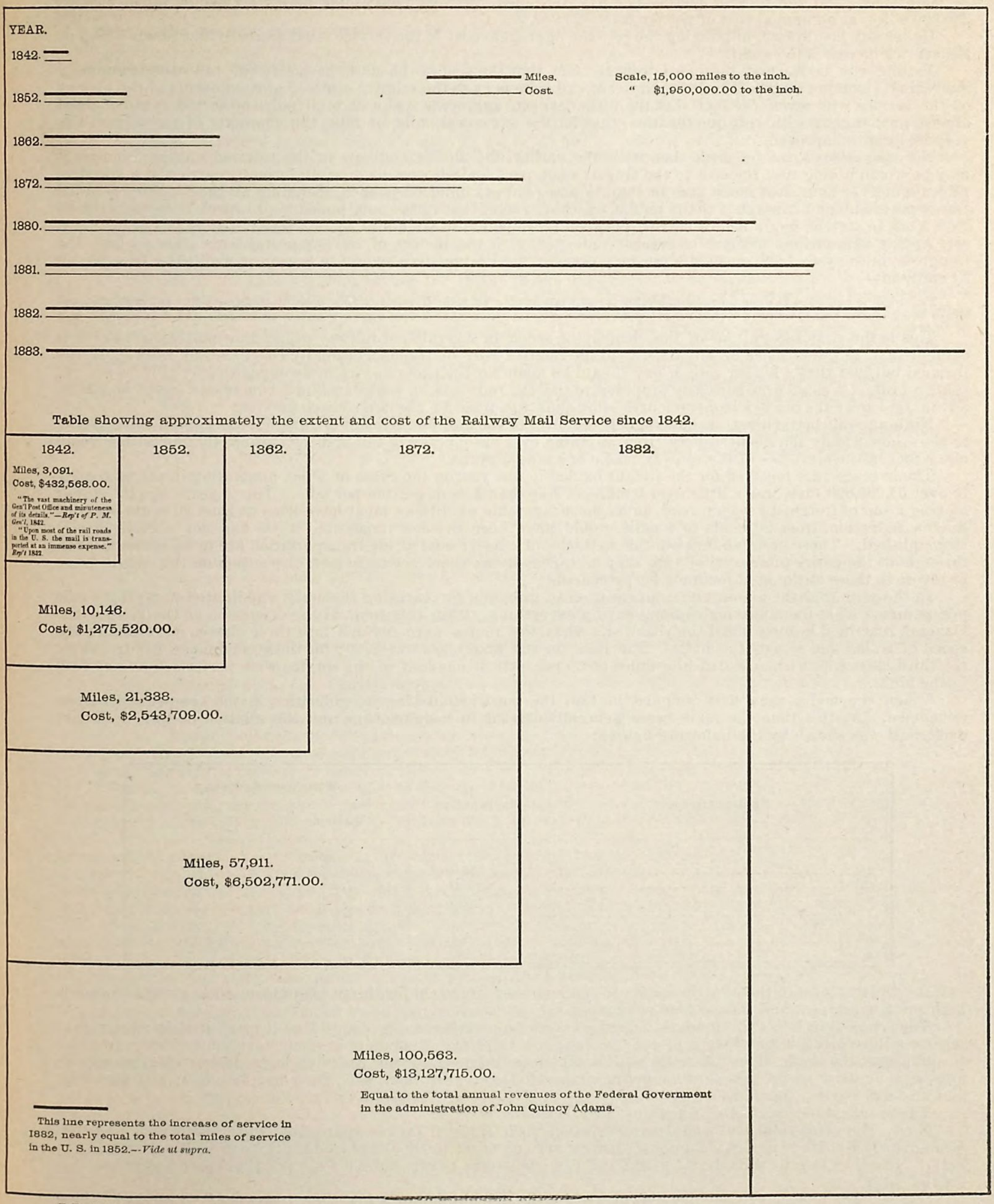


Table showing approximately the extent and cost of the Railway Mail Service since 1842.

1842.	1852.	1362.	1872.	1882.
Miles, 3,091. Cost, $432,568.00. "The vast machinery of the Gen'l Post Office and minuteness of its details."—*Rep't of P. M. Gen'l*, 1842. "Upon most of the rail roads in the U. S. the mail is transported at an immense expense." *Rep't* 1842.	Miles, 10,146. Cost, $1,275,520.00.	Miles, 21,338. Cost, $2,543,709.00.	Miles, 57,911. Cost, $6,502,771.00.	Miles, 100,563. Cost, $13,127,715.00. Equal to the total annual revenues of the Federal Government in the administration of John Quincy Adams.

This line represents the increase of service in 1882, nearly equal to the total miles of service in the U. S. in 1852.—*Vide ut supra.*

Each decade has doubled the railway service from its establishment, and if the present rate of increase should be maintained, and the present methods of pay continued, the year 1900 would show a service by rail of at least 200,000 miles, at an annual cost of not far from $25,000,000.

Under any just system of gauging the pay the aggregate cost of the service must annually increase, so long as the service increases in extent.

Nothing can be learned, therefore, from the fact that the cost of the mail service on the railroads is annually increasing, since the only pertinent inquiry that can arise is as to the relative cost. An examination of the history of the service will reveal the fact that the ratio between aggregate cost and total miles of service has remained almost unchanged; with this qualification, that for the same cost, mile for mile, the character of the service has very materially improved.

No comparisons can be made then with the earlier and slower methods in the railroad service; though it may be worth noting that the cost to the Government per hundred pounds of mail, formerly carried at a speed of fifteen miles per hour, was much greater than is now paid per hundred pounds, including all the facilities afforded the Department, and through it to the public, by which a mail that it was once hoped would reach Washington from New York in sixteen hours is now carried between these points in six hours.

Among the earliest matters of record connected with the history of railway postal legislation we find that Congress, in the year 1838, enacted a law empowering the Postmaster-General to cause the mail to be transported by railroad—

> Provided he can have it done on reasonable terms, and not paying therefor in any instance more than twenty-five per cent. over and above what similar transportation would cost in post-coaches.

This is the first recognition of the element of speed in the value of railway postal transportation. For it is evident that, in the absence of any data as to the relative cost of transportation by coach and by railway, it was deemed but just that a higher rate of pay should be made for the same service more expeditiously performed. In other words, it was at first seriously proposed to pay the railroads, in consideration for increased speed and other advantages over the old system, one-fourth more than was paid for the stage-coach service.

Nothing could better illustrate how vaguely the effect of the new forces in our civilization was apprehended. And to show how widely the result differs from anything ever anticipated in the first legislation, the committee would cite a fact in the statistics of the railway traffic of a single State.

The average rate received for the freight hauled in one year in the State of Ohio, amounting in the aggregate to over 55,000,000 tons, was a little over 9 mills, or less than 1 cent, per ton per mile. Thirty years ago the cost of moving a ton of freight by wagon road, under most favorable conditions, must have been at least 20 cents per mile. Such a reduction, from 20 cents to 9 mills, would have been deemed impossible if we had not actually seen it accomplished. These great changes in the method and relative cost of all transportation are to be borne in mind throughout the entire discussion of this subject, especially as there seems to be a disposition on the part of some to revert to these antiquated methods for precedents.

In the year 1839 the amount of compensation to railroads for carrying the mails was limited to $300 per mile per annum. This indefinite legislation, leaving everything within this limit at the discretion of the Postmaster-General, remained in force until the year 1845, when the routes were divided into three classes according to the speed of trains and size of the mails. The limit for the first class was $300; for the second class, $100; and for the third class $50, with an extra allowance of 25 per cent. if one-half of the service were performed on any road in the night.

When the mails were first weighed in 1867 the most astonishing irregularities in the compensation were developed. At this time the mails were generally carried in baggage cars, and the relation of pay to service performed was shown by the following figures:

Number of routes.	Pay per mile.	Weight carried per day.	
		Greatest.	Least.
		Pounds.	*Pounds.*
15	$200	19,183	367
27	150	7,384	287
20	145–103	3,600	30
71	100	7,000	71
51	75	2,048	40
108	50	6,488	12

It will thus be seen that the discretion which had been exercised for thirty years resulted in gross injustice to both the Government and the railroad companies.

The act of March 3, 1873, brought a degree of order out of this confusion, in that it prescribed an even rate of pay for a like daily average weight of mail carried; but on the vital points of frequency, speed, and room in which to distribute the mails, it is indefinite and but little in advance of the previous law. It provides for specific allowance for daily postal cars per mile per annum, as follows: Forty feet, $25; forty-five feet, $30; fifty feet, $40; and fifty-five to sixty feet, $50.

The practical objections to the present law are as follows:

First. The great volume of postal transportation is performed in cars or apartments and accompanied by clerks. Under the law there is no discrimination between service so rendered and closed mails carried in bulk in baggage cars. It is therefore to the interest of the railroad companies to provide the least possible space accommodation for the mails.

Second. The matter of frequency is covered by the indefinite expression "due frequency." Practically there is no discrimination, where the same weight of mail is carried, between cars or apartments, with clerks, run six, seven, twelve, or fourteen round trips per week, the less frequent securing the same rate as the most frequent.

Third. The matter of speed is disposed of in the expression "due frequency and speed." Under this law the speed with which the mails are carried, though a feature of great value to the public, has no effect on the rate of pay.

Fourth. The size of cars or apartments to be used is provided for by the following phrase:

> Sufficient and suitable room, fixtures, and furniture, in a car or apartment properly lighted and warmed, shall be provided for route agents to accompany and distribute the mails.

All of this is insufficient and too indefinite to be continued as the expression of the requirements of the Post-Office Department, with regard to the one hundred and fifteen thousand miles of postal service.

Fifth. Specific allowance for railway post-offices is an entirely unreasonable method of compensating for the service required. There is no reason known why 15, 25, or 35 feet of interior car space used for mails and clerks should not be made the occasion of specific allowance, if 40, 50, and 60 feet cars, used in precisely the same manner, are so treated.

Sixth. The regulation continued under the present law requiring railroad companies to deliver mails into terminal offices, and also to all other offices not over 80 rods from the line of road, has become a serious hindrance to the efficiency of the postal service.

Seventh. The present method is further defective because of the great inequality existing in many cases between the weights carried and the apartments provided.

An analysis of the tables accompanying the report of the Postmaster General, showing the daily weights on all the roads in the United States, with the size of the apartment corresponding, will reveal such incongruities as the following: On one road a daily weight of 200 pounds of mail is carried in an apartment 7 feet long; on another road the same weight is carried in an apartment 13 feet long. On one road 400 pounds of mail daily are carried in an apartment 8 feet long, while another road carries the same weight of mail in an apartment 16 feet long. On one road 700 pounds of mail are carried in an apartment 9 feet long, while on another road the same daily average weight of mail is carried in an apartment 42 feet long. Either in the one case the space provided is too small, or in the other case it is too large. In any case a system which would equalize the amount of space as related to weight would manifestly be an improvement upon the present methods.

These objectionable features the committee hope to avoid in the scheme proposed and herewith submitted.

No outline of the history of railway mail transportation would be complete without a reference to the

RAILWAY POST-OFFICES.

For many years the railroads simply conveyed the mails in bulk, and the present elaborate system of railway post-offices is the result of increased efforts to meet the increasing demands of the public needs.

In 1864 we discover the beginnings of this most important branch of the present railway postal system. The report of the Postmaster-General for 1864 exactly describes the situation of things:

> The majority of letters are now subjected to delays, while the expense attending the work in 22 distributing post-offices amounted, during the fourth quarter of 1864, to nearly $200,000, being at the rate of $800,000 per year, or about 62 per centum of the whole expense for clerk-hire in all offices.
>
> The ordinary distributing post-offices not meeting the necessities of the service, experiments have been commenced with railway or traveling post-offices

It may be interesting to make an estimate at this point as to where the figures would find us in 1883, the same conditions and percentages remaining as existed in 1864.

The amount expended for clerk hire in 1883 was $4,900,000, which under the old *régime* would have been $12,890,000—$8,000,000 of which, or 62 per centum, would represent the cost of maintaining the distributing offices. In other words there has been a saving of nearly $3,000,000 per annum, on this showing, by the inauguration of this more expeditious method of handling the mails.

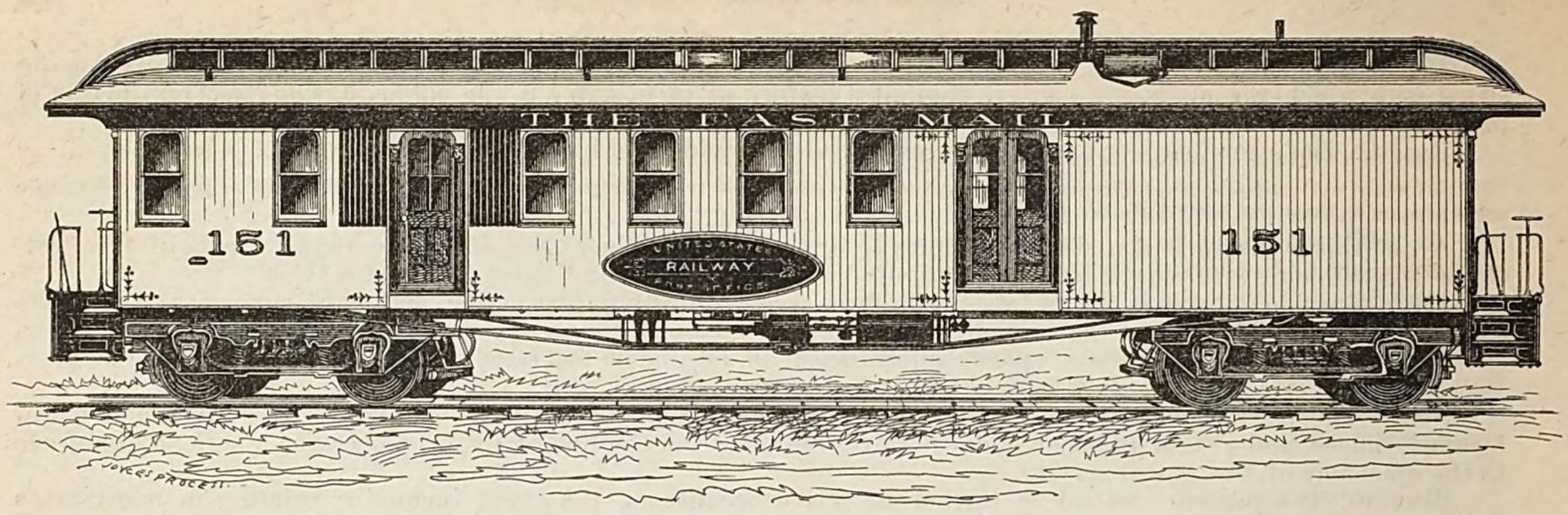
That this is not an overestimate may be seen by contrasting the weight of the mails carried out of the city of New York now with the weight of forty years ago. Then in an entire week the weight of the mails amounted to but 19,000 pounds. Now that weight leaves New York every two hours, or more than 120 tons daily, by various roads.

Instead of baggage cars in which the mails are carried as freight there are now hundreds of fully equipped post-offices (illustrated by the following cuts) traveling over the country on all the important railroads, in which clerks are distributing the mails, thus making a great saving to the Government of space, which would otherwise be required for distributing-offices, as well as a great saving of time to the public. If Macaulay could years ago call the post-office "a splendid triumph of civilization," certainly we might be allowed to employ the phrase in description of a modern railway post-office, flying through the land with the rapidity of steam, taking up in its course with an arm of steel the mails which are distributed on the way for the carriers of distantcities.

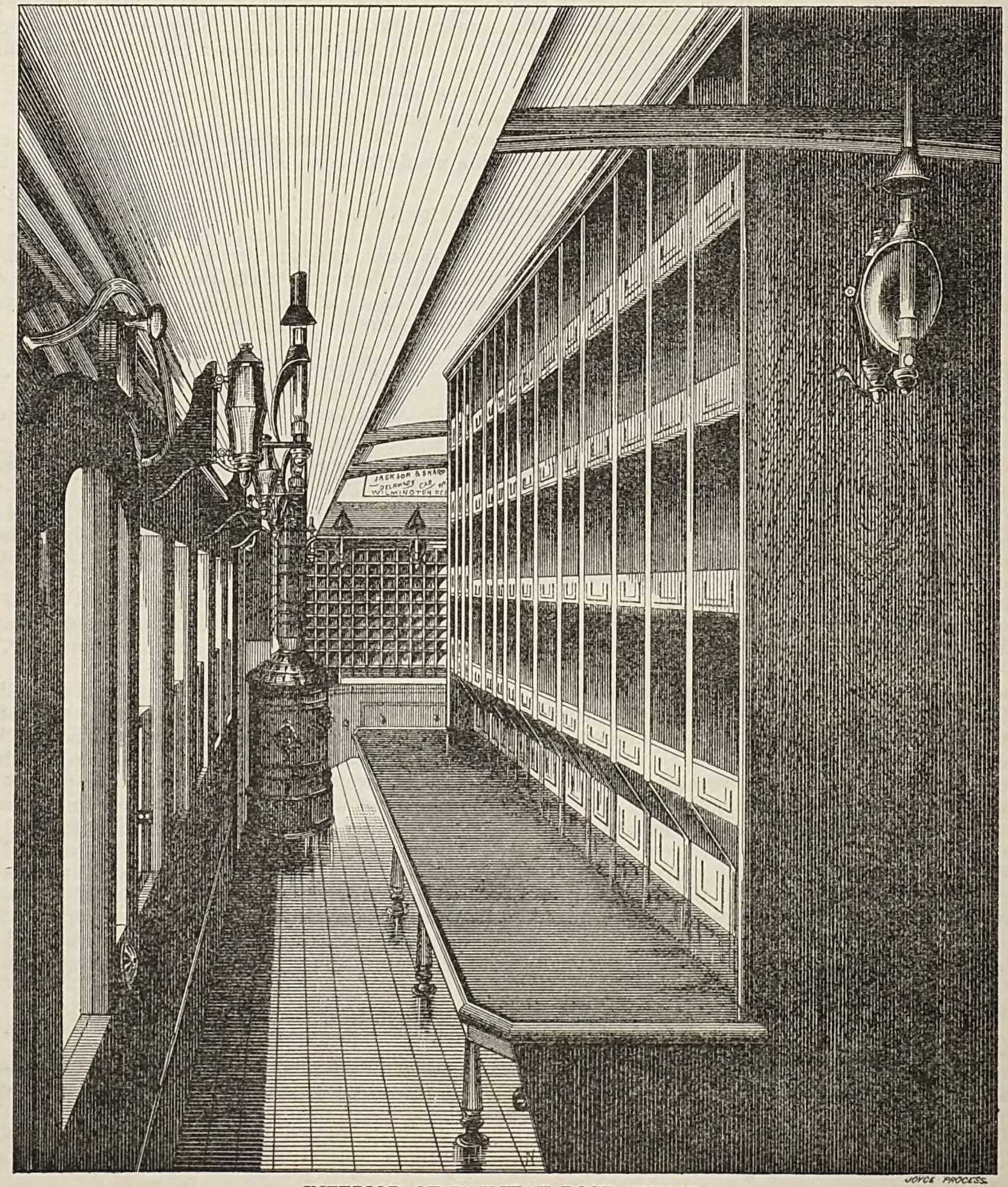
Though at first sight this might seem to be an expensive auxiliary to the railway service, its cost for one year now equaling the entire cost of the railroad service of twenty years ago, still it is here shown that it is in point of fact the most economical method of handling the mails, and is justified, therefore, on the score of its comparatively small cost, apart from all considerations of promptness and convenience to the public. The appended tables will show the growth of this service, which has been extended and amplified to meet the demands of the natural increase in the business of the country, until it would seem as if nothing were wanted save to perfect present methods.

FUNDAMENTAL PROPOSITION.

Recognizing that the postal service is one of the most important factors in the stimulation of trade, the letters and papers conveyed being filled with matters concerning lands, merchandise, and business of every kind, the interchange of ideas being followed by an interchange of persons and commodities, on which the traffic of the railroads depends, the committee from the outset have been desirous of avoiding the recommendation of any scheme which in its practical workings would throw upon the railroads the burden of rendering a service so closely



EXTERIOR OF RAILWAY POST OFFICE.



INTERIOR OF RAILWAY POST OFFICE.

interlinked with the life and business of our time at unremunerative rates. On the other hand, they have desired to recommend a schedule of rates which would not result in the imposition of exorbitant charges upon the Government.

It is manifest that any scheme must be general, that is, be applicable to all railroads alike. It is further evident that to arrive at such a scheme no conclusions could be drawn from data furnished by those roads which are exceptionally situated.

To deal with each road separately would lead to confusion and abuse. The hope of any result from the labors of the committee lies, therefore, in the adoption of a system which, taking into consideration the space required for the mails, the frequency and speed with which they are conveyed, would be uniformly applicable to all railroads carrying the United States mails.

In arriving at such a general scheme the investigations of the committee have not been directed so much to the cost of the service as to the elucidation of this fundamental proposition, viz:

That a rate of pay which will in general yield the railroad companies carrying the mails a return per car per mile run, not differing materially in amount from the returns now realized by these same corporations, from the running of their passenger trains, cannot be other than just and reasonable.

This proposition would seem to be fair at the same time that it harmonizes with the fundamental principles of political economy, which would require that the work of carrying the mails be performed at rates not too low to be remunerative, both for the sake of the public service and to remove all just grounds of complaint.

It will be found by a study of the correspondence herewith submitted that those speaking for the railroads have put themselves on the record, not only as favoring a system of gauging the pay which shall make space and speed the chief elements, but also as virtually indorsing in advance this very principle on which the committee have proceeded in obtaining the results here set forth.

A careful examination of the conferences heretofore held with the various representatives of the railroads by special commissioners, and of the testimony given before Congressional committees, as well as the communications received by the present committee, will disclose the most complete admission, on the part of the railroads themselves, of the justice of this fundamental proposition.

For example, one of the earliest received and most elaborate replies to the letter sent out by the committee cites at length the decision of the Supreme Court in the case of the Union Pacific Railroad Company *vs.* The United States, in which the Supreme Court adopts the language of the court below, which is, as nearly as language can make it, the identical assumption of the present committee. (14 Otto, 667.)

> Viewed as a question of law, it is impossible to say that either of these rules of computation is the true one. The question is, what is a fair and reasonable rate of compensation? And in reference to that we adopt the opinion of the Court of Claims as thus expressed:
>
> "Construing the statute as we do, we think the court would not be limited, in an action where it was compelled to estimate damages, to the rates charged by the company to private parties for a single kind of similar service. We think that a court or jury would be authorized to look over the entire field of service in determining what was a fair and reasonable charge for a kind which was similar to but not identical with any other. *For instance, if it should appear that the receipts of passenger cars were less than the receipts of postal cars, and the cost and running expenses no greater, we are inclined to think that that fact might be a proper element in the problem of estimating the amount of 'fair and reasonable rates of compensation.'*"

That is to say, if the receipts from postal cars were equal to the receipts from passenger cars, and the cost and running expenses no greater, the amount of compensation must be, on the face of it, both just and reasonable.

Another says:

> It will be conceded that the United States Government should contribute at least as much towards the revenue necessary for the support of the railroads, in proportion to the amount and character of the accommodations and facilities it demands, as other customers of the railroad companies.

Other citations might be made in support of the general principle announced by the committee, but as the correspondence is accessible it is needless to burden the text of the report with them.

The idea has been advanced in some quarters that a correct basis of compensation might be obtained by a comparison of freight rates, with increased allowances for the greater speed at which the mail cars are conveyed.

The fallacy of all such reasoning will easily appear on reversing the proposition. It would be counted an illogical proceeding to attempt to deduce freight tariffs from data furnished by passenger traffic. The mails form a part of the passenger trains, the mail pay is counted a part of the passenger-train receipts, the cars are conveyed at the same rate of speed, at nearly the same cost per linear foot per mile run as the rest of the train.

All conclusions, therefore, as to the mail transportation should, in justice, be drawn from comparisons in the passenger traffic. And if it can be shown that the system hereafter recommended by the committee will in general result in giving to the railroad companies a rate of pay proportional to the space occupied by the mail apartments, no just grounds of complaint will exist. The committee must assume, further, that the Department cannot enter into the matter of making discriminations in pay as between those roads having a large or a small amount of traffic; or as between those roads that were costly or otherwise in construction, costly or otherwise in maintenance; or as between those situated east or west of a fixed meridian, north or south of a given parallel. All these things will be found suggested in the correspondence; but the adoption of any such features would simply defeat in advance any general and uniform method of dealing with the subject of railway mail transportation.

Some of these reasons advanced by the railroad companies, why exceptionally high rates should be fixed for carrying the mails when set side by side, appear contradictory.

One claims that the ordinary business of the road is light, and high rates ought to be paid for carrying the mails in order to supply the deficiency. Another gives a reason diametrically opposite, because the heavy business of the road renders all available space highly remunerative.

One road is in a part of the country where fuel is scarce. One is in a mountainous region where the cost of construction was great, and operating expenses are heavy. One road complains of a scarcity of water. Another road crosses many streams requiring costly bridges. The number and radius of the curves, even the direction of the wind, and other accidental features have been cited as worthy the attention of the committee in the preparation of any new scheme.

But it was the unanimous judgment of the committee that if they should once admit as an element such contingencies and exceptions, there would be an end to the possibility of any result from their labors. They have agreed, therefore, upon a uniform schedule, as better and safer than any plan which would practically leave the whole matter open to discretion or arbitration.

THE BASIS OF COMPENSATION.

Taking up the subject in the order indicated in the letter put forth by the committee, we come first to the basis on which the rate of compensation should be determined.

The changed conditions of the service compel a different basis on which to estimate the rate of pay. The present system is cumbrous, and is gauged chiefly by the weight of the mails, which is not the only element to be considered.

Since weight no longer enters as the chief factor in the determination of the requirements of the service—space being the chief thing—weight becomes a modifying element only as it helps to determine what space will be required, fixing a definite limit to the amount of space to be used and paid for on all roads.

The problem is, therefore, to determine approximately the amount of space required in every instance, and the value of it, applying to this required space the rate allowed, as deduced from some average space value, modified by the allowance for the rate of speed at which the mails are conveyed. Whilst the reasonableness of shifting the basis from weight to space is apparent, still a word of explanation may be necessary as to the part that weight is to play in the new scheme proposed by the committee.

WEIGHT-GAUGE.

While it is proposed to pay for space, yet the amount of space and consequent expenditure on any railroad must be restricted by some method which in its operation will lie outside of the discretion of executive officers. Without some such restrictive gauge there would be no limit to the expenditures for transportation by railroads, save such as might be fixed at the will of an officer of the Post-Office Department. Under such a condition of affairs it is evident that space itself would be an arbitrary basis of compensation, unsafe both for the railroads and for the Post-Office Department. The gauge prescribed by the committee, resting upon the weight of mails, modified by the room necessary in which to assort and distribute the same, and the speed with which they are conveyed, removes all possibility of improper or arbitrary allowances in determining the space and pay on any particular railroad.

SPACE VALUE.

It is evident that any scheme which bases pay on the amount of space used, estimating by linear feet, ought in fixing the rate per linear foot to be supported by some facts and figures showing the approximate value of car space in linear feet.

The committee found some difficulty in obtaining information as accurate and widely distributed as they desired, but beg to present herewith tables showing the earnings per train-mile on almost all the railroads in the United States; also showing, as gathered from official reports of the roads, and from the reports of the railroad commissioners of the several States, so far as they could be obtained, the yield per car-mile on all passenger traffic, including express, extra baggage, and mails.

These tables will be found to furnish the data from which to estimate approximately the value of car space per linear foot per mile run.

One statement shows the average yield per car per mile in six important States, as deduced from the commissioners' reports, to be twenty-six and six-tenths (26.6) cents. This statement, involving a car service of over 600,000,000 miles, is full of significance in this connection.

In the State of Pennsylvania there are thirty roads earning less than 26 cents per car-mile, and there are twenty roads earning more than 26 cents per car-mile. In the State of Michigan there are nine roads earning less than 26 cents per car-mile, and thirteen roads earning more than 26 cents per car-mile. In Ohio there are thirty-eight roads earning less than 26 cents per car-mile, and nine roads earning more than 26 cents per car-mile. In Massachusetts there are ten roads earning less than 26 cents per car-mile, and twelve roads earning more than 26 cents per car-mile.

On comparing statistics gathered from every quarter it will be found that the range of receipts from the running of passenger trains is between a minimum of 50 cents and a maximum of $3 per train-mile.

An examination of the tables submitted will also reveal the fact that the wide difference apparently between the earnings per train-mile on the several roads practically disappears when the receipts per car-mile are compared. And for this reason, that where the earnings per passenger-train mile are shown to reach towards the maximum, there the number of cars run in each train is correspondingly great, thus bringing down the average earnings per car per mile run to nearly the same point indicated for each car on trains where the number of cars in each train is at the minimum, and the receipts per train-mile correspondingly small.

The smaller earnings per train-mile will thus be seen to correspond to the fewer cars in each train, the higher rate of earnings following an increase in the number of the cars.

Thus it will be evident that the range of the earnings from the passenger cars per mile run must be between much narrower limits.

The most careful estimates have been made, covering a wide field of statistics, applying to every railroad in the United States. As a result of this study of the whole field the committee are convinced that the average yield per passenger car (as ascertained by such a multiplicity of methods, each confirmatory of the other) cannot be very far from 26 cents per car per mile run, the great majority of railroads yielding under 26 cents per car per mile.

This careful analysis of the returns of all the railroads in the United States points to the conclusion that as the average yield per car per mile is about 26 cents, if the roads receive 5 mills per linear foot per mile run, or at the rate of 25 cents for a 50-feet car, at the ordinary speed of 20 miles per hour; they will be getting a rate corresponding closely to the returns from all passenger traffic combined, which on the face of it would seem to be both just and reasonable. And the committee feel constrained to make this further qualification, that the regularity and frequency of the service, the freedom of the railroads from liability, the certainty of the compensation, the exemption of the carrier from those expenses ordinarily attending passenger traffic, all combine to strengthen the conviction in the minds of the committee that the rate herein recommended is both just and reasonable.

In the annexed correspondence will be found letters from the leading car-builders showing that the minimum length of passenger cars is 45 feet, the maximum 54 feet; the sleeping and drawing-room cars reaching from 60 to 70. The express and baggage cars are built from 40 to 50 feet in length. The committee have ascertained that six of the principal States in which complete official returns were available, show on passenger trains a car mileage of 646,348,821 miles, representing one hundred and eighty companies, of which forty-one companies performed 508,000,000 miles of the car service, or one-fifth of the companies doing four-fifths of the service, showing that the greater part of the service is performed on the great lines on which the longer cars are used. Upon this data the committee have accepted 50 feet as being a fair average of the length of the cars of all description on passenger trains.

SPEED.

On the general question of speed as a modifying element in making up the rate of pay, the committee would say that there has been no attempt to determine the rate of increase in cost to the railroads because of increased speed, since this is practically impossible.

Yet it is absolutely certain that an increase of speed must be at an increase of cost to the road. By a well-known law in mechanics the increase in the amount of energy required, and the wear and tear resulting, is not *directly* proportional to the rate of increase in speed, but multiplies rapidly as the speed rises. This renders any nice adjustment on the score of speed very difficult.

The chief thing to be taken into consideration in connection with speed is the greatly enhanced value of the service to the public. If one mail is carried 15 miles per hour, and another mail is carried at the rate of 35 miles per hour, there ought to be a difference in the rate of pay, both because of the difference in the cost of the service to the roads, as well as the difference in the value of the service to the public.

If the higher rates of speed were run only for the postal service it would be desirable to fix an exact rate, closely graduating pay to speed. But the demands of travel and competitions of traffic compel these higher rates of speed apart from the postal service.

While not attempting, therefore, to closely estimate the value of speed in the service, the committee felt that any just and reasonable rate must include speed as a factor, and they further believe that the result of their recommendations, if they shall be adopted, will be to gradually improve the service, the value of which as a whole depends to so great a degree upon the regularity and speed of each particular road.

In fixing upon the amount to be allowed for different rates, as set forth fully in the final recommendations of the committee, they have been guided by several considerations, such as the previous experience of the Department, the opinions of those speaking for the railroads, the testimony of experts, and the prompt recognition on the part of press and public of every attempt hitherto made to increase the value of the postal service through increased facilities.

It was deemed best that no notice be taken of speed as a factor modifying the rate of pay under 20 miles per hour, since all service under this rate of speed, however valuable it might be in itself, could not lay claim to special value on account of its speed.

The committee would add one-tenth of a mill to the ordinary rate of five mills per linear foot per mile run on all railway post-office service for each 2 miles increase in speed between 20 and 30 miles per hour; and above 30 miles per hour one-tenth of a mill for each additional mile. This increase is not to apply to closed or pouch mails; and speed in every case is to be estimated by the running time between terminals.

SPECIAL TRAINS.

The letter herewith submitted from the British post-office explains one method of enhancing the value of the postal service, which in some of its phases might be applicable to the railway service in the United States.

By act of Parliament the postmaster-general of Great Britain has power to call upon any railway company to carry mails by trains run at such hours as he may direct, and at a speed not exceeding the speed of the company's first-class passenger trains, the stopping-places and the duration of stoppages being also under his control. For services of this class, where the hours of departure and arrival, places of stoppage and speed, are placed under the control of the postmaster-general, high rates of payment are almost inevitable.

The mails now going out of the great cities are of such volume and weight that it might be desirable to arrange for a similar service upon our lines between the great centers, where the postal facilities should be of the highest order. The weight at this time is so great as to make it a cumbersome element in the composition of passenger trains, and yet is hardly sufficient to warrant the payment for trains run exclusively for its transportation.

The day is not far distant when such trains will be fully justified and actually necessary. At present the practicable thing is for the postal service, in connection with other items of transportation, to contribute its share in maintaining trains approaching as nearly as possible the same character of service.

THE LAW OF COMPETITION.

Since the railway postal service—by the very nature of it—is debarred from those advantageous rates of which it might avail itself if competition were possible, it would seem to be but fair and natural that the laws which obtain in competition should also hold here, at least in part.

One well-known authority on transportation, writing of governmental regulation of railroad tariffs, says, in reply to the question whether a railroad shall carry its freight and passengers for the same that other lines charge, or not carry them at all—

> All that has to be known by the railroad manager to answer this question is the minimum cost at which the service can be performed. If the obtainable rate exceeds cost, no matter how little, it becomes his interest to accept the terms offered.*

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* *Vide* Albert Fink's pamphlet on "Cost of Railroad Transportation, Railroad Accounts, and Governmental Regulation of Railroad Tariffs."

The application of this well known principle in the operation of railroads, so far as the mails are concerned, would be, not to argue, in the absence of competition, that the mails should be carrried as if under competition, at the smallest margin above cost, or at the minimum of profit; but rather to argue that the scheme of the committee should not be open to fatal objection simply because it did not reach the maximum of profit on comparison with other items of passenger traffic; in other words, as the Government could not, in justice, demand the railroads to carry the mails at rates so low as to be practically unremunerative, so neither could the railroads fairly demand the highest possible rate of compensation.

The rate recommended by the committee would seem to be both just and reasonable inasmuch as it is a mean between these extremes of an unremunerative and an extravagant rate of compensation.

SIDE SERVICE.

The committee think that the universal objection of the railroad companies to carrying the mails between stations and post-offices is well grounded. The whole system is a relic of stage-coach methods, and justice to the roads, as well as perfection in the mail service, requires that the duty of the railroads with respect to the mails should cease on their delivery to some responsible person at the railway station.

What provision shall be made for this service so as to relieve the railroads of it is a matter of detail for the Department, not within the purview of this committee.

We therefore unanimously recommend that this side service, which is no part of the legitimate work of the railroads, is prejudicial to the dignity and best interests of the service, leaving the mails frequently for an interval in the hands of train-men whose first duty is elsewhere, abridging the facilities of the public, be no longer demanded of the railroads, unless specific compensation be given to them for performing it; although, in the judgment of the committee, this would not be the most economical method of supplying this service.

The committee beg to submit herewith such statistical tables and statements prepared and used by them in reaching their conclusions as bear directly upon the text of the report, together with the correspondence in full.

A statement in detail of the cost and service on railroad routes is not given in this report for the reason that these items are given in full in the annual report of the Postmaster-General.

RECOMMENDATIONS.

The committee would, in conclusion, respectfully recommend as follows:

(1.) That the compensation to the railroads for carrying the mails shall be determined upon the basis of the space used and the frequency and speed with which the mails are conveyed.

(2.) That the space factor shall be determined by the Postmaster-General, in view of the needs of the service, modified by the weight and frequency of the mails; that the speed factor shall be determined by the schedules of the various railroads, in connection with the official reports of the Railway Mail Service.

(3.) That the pay for all mail transportation shall hereafter be at a fixed rate per linear foot of car per mile run. This rate to cover the entire cost of the service, furniture, and fixtures in the car, transportation of postal clerks, &c.

(4). That the Postmaster-General may at any time order an increase or a reduction in the amount of space to be paid for, if, after a weighing, it be found that there has been a sufficient increase or diminution in the amount of mails transported on any railroad to require the same.

(5.) The closed or pouch mails, now carried in express or baggage car, without postal clerks accompanying them, requiring no space for distribution *en route*, shall be paid for on the following basis, viz: the aggregate weight of the closed or pouch mails carried on any road on all trains for 24 hours shall be made the basis of pay, and this aggregate weight reduced to an equivalent in linear feet of car space in the following proportions:

Two hundred pounds of mail or less shall be rated as the equivalent of 6 linear inches, to be paid for at the rate of 5 mills per linear foot per mile run.

Five hundred pounds of mail shall be rated as 1 linear foot, and for each additional 500 pounds 1 linear foot of car space shall be allowed, with the proviso that the pay for transportation of mails upon any railroad route for six round trips per week shall not be less than $35 per mile per annum.

(6.) That the side service be discontinued.

(7.) That the pay for railway post-offices, at a speed of 20 or less miles per hour between termini, be 5 mills per linear foot, inside measurement, of car space per mile run, and for each increase of speed amounting to 2 miles per hour up to and including 30 miles per hour, one-tenth of a mill; *i. e.*, 22 miles per hour, 5.1 mills; 24 miles per hour, 5.2 mills; 26 miles per hour, 5.3 mills; 28 miles per hour, 5.4 mills; 30 miles per hour, 5.5; and for each additional mile per hour, one-tenth of a mill.

And it is further recommended that in the adjustment of space by linear feet for railway post-offices a daily average of 500 pounds of mail or less shall be entitled to pay for space not to exceed 13 feet. From 500 to 1,000 pounds, space not to exceed 15 feet. From 1,000 to 2,000 pounds, space not to exceed 25 feet. From 2,000 to 4,000 pounds, space not to exceed 40 feet. And we recommend that no change in the allotment of space shall be made until the average weight reaches 6,000 pounds. For 6,000 pounds, 50 feet; for 8,000 pounds, 60 feet—the weight to be ascertained by a weighing of not less than thirty consecutive days; and no additional space shall be paid for unless it is found to be necessary.

In all railway post-offices the load should not exceed double the greatest weight specified for the respective lengths, and for any gross weight carried on two or more trains daily the space may be subdivided upon the gradients of space for lower weights, as the nature of the service may require; with the further provision that the Postmaster-General may increase the compensation upon any railroad route not to exceed 50 per centum per annum for special mail trains performing service upon schedules fixed by him. In all these estimates the minimum car width should be fixed at 8 feet 6 inches, inside measurement.

Respectfully submitted.

RICH'D A. ELMER,
W. B. THOMPSON,
ISAAC C. SLATER,
Committee.

APPENDIX.

COMMUNICATIONS RECEIVED.

MISCELLANEOUS.

GENERAL POST-OFFICE,
London, April 27, 1883.

SIR: I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 7th instant, inclosing a communication from Hon. Richard A. Elmer, Second Assistant Postmaster-General, chairman of the committee on the revision of laws governing postal transportation by railroads, appointed at the last session of Congress, in which information is requested respecting the payments made for the transportation of mails by the British Government.

In replying to your letter, the Postmaster-General desires me to furnish you with the fullest information on the subject likely to assist the labors of the committee, and with this view I propose to state generally the arrangements in force for the conveyance of the mails on the railways of this country, inasmuch as it is not possible to answer categorically the questions put in the communication from Mr. Elmer. I may explain, however, at the outset that there are no uniform rates of payment either for distance, weight, space occupied, or speed. All these are elements of consideration, but they vary in almost every case, and the payment to each railway company is a matter of mutual agreement, or, failing agreement, is settled by arbitration.

By act of Parliament, first and second Victoria, cap. 98, the Postmaster-General has power to call upon any railway company to carry mails, together with guards in charge, and any other officers of the post-office, by trains run at such hours as he may direct, and at a speed not exceeding the speed of the company's first-class passenger trains, the stopping places and the duration of stoppages being also under his control. He may also call upon the company to provide a separate carriage or separate carriages in the train, fitted up for sorting purposes, and to convey therein all such mails and officers as he may direct. The act provides that for the services rendered the company shall be entitled to such reasonable remuneration as may be agreed upon between the Postmaster-General and themselves, or as (failing agreement) may be determined by arbitration in the manner prescribed by the act.

For services of this class, where the hours of departure and arrival, places of stoppage, and speed are placed under the control of the Postmaster-General, high rates of payment are almost inevitable, even although the company may, so long as they observe the requirements of the post-office, carry by the train a considerable number of passengers. Rates of 1*s.*, 1*s.* 8*d.*, 2*s.*, 4*s.* a mile are found on record, dependent on the time of day when the trains were run, the degree in which the trains were available for ordinary traffic, and also on the arbitrator's or umpire's view of what constituted a "reasonable" remuneration.

By another act of Parliament, viz, the 31 and 32 Vict. cap. 119, the Postmaster-General is empowered to require that the whole of a mail train shall be appropriated exclusively to the service of the post-office, and the remuneration is determinable, as before, by agreement, or, failing agreement, by arbitration. The exercise of the power conferred by this act is seldom or never resorted to, but it is evident that the remuneration for an exclusive mail train would, other things being equal, be greater than for a train in which passenger traffic was conveyed.

For services of a different class, viz, those performed by the trains which a company may run for its own purposes, and over which the Postmaster-General has no control, much more moderate payments are made, generally by mutual agreement. Thus, on several lines of railway, mail bags are conveyed by the ordinary trains at the rates charged to the public for parcels of similar weight; on other lines, the fare of a second-class passenger (though this is reckoned by the post-office to be rather high) is charged for the conveyance of a mail bag; but more commonly a fixed sum per annum is agreed upon for the conveyance of a bag, or of several bags, as the case may be, by the same train.

It is not merely by agreement, however, that the Postmaster-General can send mail bags by the ordinary trains which a company may run for their own purposes, for the act 36 and 37 Vict., cap. 48, requires every railway company to carry by any train which they may run all such mails as may be tendered for conveyance, whether such mails be under the charge of a mail guard or not, the companies being entitled, as before, to reasonable remuneration for the services performed, the amount being determinable by agreement, or, failing agreement, by arbitration.

The postmaster-general has also power under the act 7 and 8 Vict., cap. 85, to send a mail guard with mail bags, not exceeding the weight of luggage allowed to any other passenger, by any trains other than a mail train, upon payment of the ordinary passenger fare. This power is not, however, taken advantage of to any great extent.

The above are the chief enactments relating to the conveyance of mails by railway.

But arbitration is now seldom resorted to, and it has been usual for many years past to enter into contracts with the principal railway companies, which, for a fixed annual payment, provide for the performance of certain services by trains under the control of the Postmaster-General, and give the department, in addition, a general power to use all or any of the company's ordinary trains for mail purposes.

I inclose for your information copies of the contracts with the Midland, Northeastern, London, Brighton and South Coast, Caledonian, and Great North of Scotland Railway Companies.

I also inclose copies of the several acts of Parliament to which I have referred, viz: 1 and 2 Vict., cap. 98; 7 and 8 Vict., cap. 85; 31 and 32 Vict., cap. 119; 36 and 37 Vict., cap. 48.

I may add that parcels, under the contemplated parcels post, will be conveyed by the railway companies upon a different footing altogether from letter mails. The department will be free to forward parcels by all or any of the trains throughout the kingdom, and will pay over eleven-twentieths of the whole postage on railway-borne parcels, to form a fund which will be divided among the companies in proportions which will be settled by the Railway Clearing House. The proposed rates of postage are to be—

	s.	*d.*
For a parcel not exceeding 1 pound	0	3
For a parcel exceeding 1 pound and not exceeding 3 pounds	0	6
For a parcel exceeding 3 pounds and not exceeding 5 pounds	0	9
For a parcel exceeding 5 pounds and not exceeding 7 pounds	1	0

A copy of the parcels-post act accompanies the other acts of Parliament, which have already been referred to.

I have the honor to be, sir, your obedient servant,

S. A. BLACKWOOD.

Hon. FRANK HATTON,
Acting Postmaster-General, Washington.

SAINT LOUIS, MO., *September* 8, 1883.

DEAR SIR: I have the honor to receive your communication of the 3d inst.

Several years ago, when my avocation led me to some practical consideration of the matter, I might have offered some sensible thoughts in answer to same. But the lapse of time since my connection with railroads and the multiplication and ramification of the railroad lines doing mail service in the country, have complicated and extended the subject beyond my view as a citizen of common interest.

However, I will say in reference to the 1st point of inquiry that I do not think that any *definite basis* upon which to adjust the pay for mail transportation by railroads can be found or established.

And in reference to the 2d point, that the fixing the prices to be paid on all the several routes must be work of administrative action, done under a knowledge of *facts*, by use of intelligent judgment, each route being considered in view of its own independent or relative importance and merit; and that little special and prescriptive legislative enactment is necessary or desirable.

At one time I believe the *weight* of the mail carried was the recognized *basis* in the Department upon which the allowed rate was determined. But it furnished no acceptable criterion. I think there should be periodical or occasional weighing of the mails transported on the several principal routes. Its result would yield a leading *fact* to be considered in the assignment of contracts. But the weights cannot furnish a *basis* upon which to adjust the pay. To the railroad the carrying of any certain number of pounds of mail is not a reasonable measure of compensation. If a car in a railroad train is appropriated exclusively to the mail service it is of inconsiderable matter whether its load is 2,000 or 10,000 pounds. The difference in cost of haul is inappreciable. The same may be truthfully asserted when there are several cars in the train exclusively appropriated. With the railroad company the *facilities* for the public service provided, the *amount* of that service, and the *attention* to its satisfactory subservance, are the leading *facts*. With the Government the *amount* of service performed, represented by weight and bulk of mails on the train, the *number* of *trains* per day employed in it, and the *quality* of service, considered in speed of trains and in the direct connections and lateral routes subserved, as well as other things—these are prime *facts* pertinent to the inquiry. I suppose there is attached to the Post-Office Department *a bureau* devoted to railroad transportation, in the records of which may be found a perfect exposition of every railroad mail route in the United States, and from which can be quickly obtained the data necessary to fix the price to be paid for the service on each mail route.

The characteristics of the routes and the prices for mail service paid upon them from this source can be made a matter of information to Congress and the people *in form* whereby they may become the subject of question and inquiry, and demonstrated inequities may be rectified.

The railroads of the country are of immense value to the people and the Government in the transportation of the mails, and in the dissemination of knowledge, and this ought to be, and is, I believe, considered in the administration of the mail service; and I think that a liberal policy and practice is justly pursued in the measures of compensation to the railroads performing it.

I regret that I am not under better advice and qualification to aid your inquiries in the important matter before you, and am, with respect, your obedient servant,

W. D. GRISWOLD.

Hon. RICHARD A. ELMER,
Second Assistant Postmaster-General.

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une 15, 1883.

DEAR SIR: I was sorry not to have had the pleasure of seeing you before I left America; the only time I called, you were absent. I wished to make a few suggestions in regard to the duties of the commission relating to the postal service with which you have been charged by the President.

When I was acting as commissioner it seemed to me that there should be but one system for determining the compensation to railroads for carrying the mail, and that that should be the number of linear car feet; that the minimum price should be fixed for the least service, not to exceed —— linear car feet, to be increased per foot with each additional foot or part of a car foot required by the service. This gives uniformity and facility in determining the compensation.

The commission of 1876 obtained from the railroads various statements, as will appear by reference to their report, which give a very correct estimate of the cost of the service on the different railroads at that time, as well as the receipts per car foot. If the railroads would make similar returns of their expenses and receipts for the past year, they would give essentially different results. The business of the country was then at its lowest ebb, and the railroads were paying a very meager interest upon their total cost. Now the cost per linear foot should be much less than in 1876, and the receipts much greater. My commission intended to base the compensation of the railroads upon the actual cost, plus a reasonable profit. As the carrying of the mail is for the benefit of the public, and a wholesale business, giving very little care, trouble, or responsibility to the railroads, the compensation should be much less than that paid by the general public.

One of the most difficult questions that presented itself to my commission was the claim made by the railroads for high speed, and upon this question I differed in judgment from my colleagues, they thinking that a large allowance should be made to the railroads for high speed. The railroads claimed that the cost of high speed increased in a geometrical progression, and that the wheels in their revolution acted as a hammer striking upon the rail, and that therefore the weight of the floor increased with the rapidity of the revolution. This was their theory, but they were unable to support it by any facts. I do not believe the theory is correct and know it cannot be proved to be true. My belief is that it costs more to run a passenger train at from fifteen to twenty miles an hour than at the speed of from twenty to twenty-five, as there is a greater expenditure of coal at the lower rate, and the men can run a less number of miles per day. As the speed increases above twenty-five miles an hour, the consumption increases relatively in proportion to the speed, provided the train runs without stops; but every stop causes a waste of fuel, and therefore the consumption of fuel is greater at twenty-five miles an hour on an accommodation train than at thirty-five miles an hour on an express train.

I classified the roads under three heads, as you will notice in my report, the first comprising four or five of the largest roads—New York Central, Pennsylvania Central, Boston and Albany, New York, New Haven and Hartford—forming the first class; the large roads running west from Chicago forming the second class; the poor roads of the South making the third class. The average speed of each class was about thirty-five, twenty-five, and eighteen miles per hour. The expenses, I found, instead of increasing with the speed, decreased, being the least on the roads running at the greatest speed. This was due to the superior excellence of the road-bed, machinery, and cars of the first-class roads, showing, therefore, that the speed could be increased without any material addition to the cost, provided the road-bed, machinery, and cars were all kept in the most perfect running order.

It is true that at present only a small number of cars can be drawn by a single engine at a high rate of speed, and that therefore the cost per linear foot of car increases with the speed. This is true with the present engines; but there is no reason why engines should not be specially constructed to draw eight or ten cars at a very high rate of speed, and thus reduce the cost per train foot, as thereby twice the number of passengers and weight of mail can be carried on the same train, thus largely diminishing the cost per train or car foot.

You will probably find it very difficult to ascertain either the receipts or the expenses per car foot on the main trunk lines, as they would probably be unwilling to give the required data, and the statistics given in their annual reports will only give a rough approximation. The Government roads which are obliged to make returns do not furnish any statements of value to estimate the cost of the great eastern roads.

I believe Congress has full power over this whole subject; that it can require the roads to make any returns needed to determine the amount that should be paid for the transportation of the mail; that it has power to fix the times at which the mails should start and the speed at which they shall be carried; that this power is necessary to carry out the duty imposed by the provision authorizing Congress to establish post-offices and post-routes, subject, however, to the amendment of the Constitution which provides that private property shall not be taken for public uses without adequate compensation. It will be very difficult, if not impossible, to induce Congress to pass such laws; but if this point is kept steadily in view by the Department, I think it will ultimately succeed.

I am writing at a great distance from home, and without any material at hand, and you will not, therefore, hold me responsible for great accuracy in my figures.

I shall be pleased to hear from you in reply, and if I can be of any service in any matters connected with the duties of your commission, it will give me pleasure to aid you.

My address is, care of Messrs. J. S. Morgan & Co., London.

I am, yours, truly,

GARDINER G. HUBBARD.

Hon. R. A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

OFFICE OF SUPERINTENDENT RAILWAY MAIL SERVICE, FIFTH DIVISION,
Cincinnati, Ohio, October 17, 1883.

SIR: I have the honor to acknowledge receipt of your letter of the 8th inst. desiring that I fill columns 17 and 25 of sheets of Statistics of Railway Mail Transportation, or give my views respecting same.

In returning these sheets to the Department, I purposely omitted filling these blanks, because I had been unable to arrive at any conclusion satisfactory to myself as to the amount of space to be assigned for mails carried on other than trains on which postal car or mail apartment cars run.

If all of such express mails were carried on one train it would not be a very difficult matter to fix the amount of space required, but inasmuch as such mails are carried on several trains and the weight on each train varies so much (in some instances it is only one small pouch and in other instances a large quantity), it has seemed to me that it would be a difficult matter to arrive at any conclusion which would be just to the Department or to the railroad companies.

So far as I have investigated the subject it has seemed to me that the most reasonable plan for arriving at a basis upon which to ascertain the space to be assigned or paid for mails carried on express trains, would be to obtain the average weight of the mails carried over the whole line in other than postal or apartment car and then assign such necessary space the average weight would require, based upon the actual space occupied by one ton of mail, actual weight. For instance, I find by test, that in one linear foot space of a baggage car, which I assume to be nine (9) feet wide, I can pile nine hundred (900) pounds of mail. One linear foot space of a baggage car nine feet in width is the same as three feet square of surface space on one side of the car, and there can be piled in this space, from the floor to the roof of the car, nine hundred pounds weight of mail. The mail weighed in making the test was ordinary newspaper mail. Letter and bulk mail would occupy less space, but the Department would of course have to consider the kind of mail which would occupy the greatest space.

Taking this as a basis, in four inches of linear space, full width of car, would equal to a space on one side of the car, of one foot long by three feet wide, in which could be piled, from floor to roof, three hundred (300) pounds of mail. For any weights not exceeding three hundred (300) pounds, assign four inches linear space; over three hundred pounds and not over six hundred pounds, eight inches; over six hundred and not over nine hundred pounds, twelve inches, and so on.

I do not see how we could assume to use less than four inches, as the size of one pouch or a bag, even if empty, would use as much surface space as if filled, and should therefore be paid for.

Briefly stated, my method would be, that for a daily average weight (obtained by actual weighing) carried over the whole length of the route of three hundred (300) pounds or less, assign or pay for four (4) inches linear space of a baggage car supposed to be nine (9) feet wide; for six hundred (600) pounds, eight (8) inches; for nine hundred (900) pounds, twelve (12) inches, and so on.

This basis is not at all satisfactory to myself, but it is the only one that I can arrive at by which to assign the amount of space to be used for express mails that would be at all satisfactory to the Department or to the railroad companies. It has reference only to mails carried in bulk in baggage cars, and not to those carried in postal or apartment cars.

In looking into this matter I find that freight by railroads is very largely paid for by weight, and I am advised by an experienced railroad official that weight is rapidly becoming the basis for railroad freight of all kinds.

I am told that the Adams Express Company pay entirely by weight, having only one exception, and that upon one of the small roads in New England, where they pay by weight and space combined.

Very respectfully,

C. JAY FRENCH,
Superintendent.

Hon. W. B. THOMPSON,
General Superintendent Railway Mail Service.

OFFICE SUPERINTENDENT RAILWAY MAIL SERVICE, NINTH DIVISION,
Cleveland, Ohio, June 20, 1883.

SIR: When last in Washington you requested me to inform you how many feet of linear car space would be necessary in the mail apartment on a route carrying a daily average of 200 pounds of mail per mile the whole length of the route. In my judgment it will be a difficult thing to definitely determine how much space is needed, as the situation will change with nearly every route. If a daily average of 200 pounds of mail is carried upon a route not more than 50 or 60 miles in length, it will not require as much space as will be necessary to carry an equal weight of mail per mile upon a route which is two or three hundred miles long. It happens that in most cases the principal part of the mail for a route is received at one or the other of its terminal points; therefore the amount of room needed is that which is sufficient for the carrying and the distribution of the mail received at such principal terminal point. Take, for instance, the Kalamazoo and South Haven route in this division. The mail upon this route can be properly distributed and taken care of if we have 10 feet of linear car space and the full width of the car. This route is 40.65 miles in length, and receives no mail except that which is local to the line; but if this route was 100 or 150 miles in length, it would require at least 15 feet of linear car space to carry the mail and furnish space for its distribution. It seems to me in making calculation upon this matter that the length of the route should be taken into consideration with the weight of mail carried.

Respectfully,

WILLARD G. LOVELL,
Superintendent.

Hon. WM. B. THOMPSON,
General Superintendent Railway Mail Service, Washington, D. C.

OFFICE SUPERINTENDENT RAILWAY MAIL SERVICE, SECOND DIVISION,
New York, N. Y., October 4, 1883.

SIR: I forward to-day, by register clerk, New York and Washington railway post-office, the report of statistics railway mail service, which I hope will prove satisfactory, as it is the best that could be done in the time allowed and in the absence of sufficient data at the commencement. The information sought to be obtained was very slow in coming in, and when received much of it was confused and useless

You will notice that in column 8 the present linear space is generally repeated, as in most cases no change was deemed necessary; but it should be understood that in estimating for new cars the standard measurement would be adhered to, that is to say, 10, 15, 20 feet, &c. In estimating linear space required for closed pouches, both in *statistical* report and in Table Cc, 10 feet has been assumed as the unit for 2,000 pounds, descending, say, 6 feet for 1,000 pounds, 3 feet for 500 pounds, and 2 feet for 250 pounds or less. This was stated to you under date of July 23 last when forwarding a sample route, of both of which you kindly approved July 23, 1883. As the report has progressed, no reason has been seen to depart from this theory, though it may be admitted to be somewhat conjectural, as all such estimates must necessarily be, when the principles governing them have not been clearly defined. It will be noticed that 2 feet has been taken as the minimum, the same as 200 pounds has been taken as the minimum of weight, and this has been done, as mails could not be piled in a less space, except theoretically.

Respectfully,

R. C. JACKSON,
Superintendent.

Hon. WM. B. THOMPSON,
Superintendent Railway Mail Service.

OFFICE SUPERINTENDENT RAILWAY MAIL SERVICE, EIGHTH DIVSION,
San Francisco, Cal., August 7, 1883.

SIR: I have the honor to forward to your office report called for on blank for "statistics of railway mail transportation, June 30, 1883," as per "instructions for making up statistics of railway mail service transportation," as understood by this office.

We have found it difficult to reconcile and follow the instructions with results as indicated in instructions pertaining to column 4. For example, we start in column 1 with the lowest numbered route, to wit, 36001; in column 2 we give the terminal offices between which railway post-offices run, referring, of course, to route No. 36001, which are Silver Bow and Deer Lodge City, Montana, yet the last clause of this section of instructions states:

"All runs of railway post-offices to be stated outward only, from initial offices of railway mail service designation."

Neither Silver Bow nor Deer Lodge City is an initial office of railway mail service designation, and cannot be so stated.

The next number we will take to illustrate is No. 41003. The terminal offices between which railway post-offices run are Ogden, Utah, and Silver Bow, Montana. Quoting from instructions:

"In column 4 give distance between points stated in column 2. The total of column 4 should equal the contract distance of the route whose number is given in column 1."

This is not the case, unless the "contract distance" means for car service only, for the contract distance on Route No. 41003 is from Ogden, Utah, to Butte City, Montana, seven miles further, a side branch, over which railway post-office cars do not run. The situation is the same with Route No. 46014.

Referring to column 17, the following explanation is respectfully submitted as requested: The principles upon which an estimate is based are, first, the linear feet occupied by an average-sized pouch, say a No. 3, which is 1 foot and 9 inches. To insure comparative safety in transportation, equal to that in other cases, some provision should be made to keep these mails separate from baggage and express (with which such mails are usually carried), and from being trampled upon. Hence, in my judgment, this would be attained by stanchions outside two feet from partition, leaving space between stanchions and partition 1 foot 9 inches. In this space, 500 and even 1,000 pounds of mail in pouches and tie-sacks could be piled, while one pouch would practically occupy the linear space. Hence, I have given the same space for one pouch that I have for ten pouches.

I wish it borne in mind that this service in this division is performed in compartment cars, with two or three compartments separated by partitions, and the estimate is made with such cars in view.

May I be allowed to suggest that weight in such service should, in my judgment, be considered a much more important factor than space in fixing the basis of compensation for such service, not on account of the weight itself carried, but because it more nearly represents the cost of transportation, which is mainly the handling of the pouches, taking them to and from terminal offices and intermediate offices within the eighty-rod limit?

Very respectfully,

H. J. MCKUSICK,
Superintendent.

Hon. W. B. THOMPSON,
General Superintendent Railway Mail Service, Washington, D. C.

OFFICE SUPERINTENDENT RAILWAY MAIL SERVICE, SEVENTH DIVISION,
Saint Louis, Mo., October 10, 1883.

SIR: In connection with "statistics of railway mail transportation" in seventh division, forwarded this day, I have the honor to state the principle upon which I base my estimate of car space required, as shown in column 17, is as follows:

0 to 50 pounds will require 4 inches linear space.
50 to 250 pounds will require 6 inches linear space.
250 to 600 pounds will require 1 foot linear space.
600 to 1,000 pounds will require 1 foot 6 inches linear space.
1,000 to 1,300 pounds will require 2 feet linear space.
1,300 to 2,000 pounds will require 3 feet linear space.
2,000 to 2,650 pounds will require 4 feet linear space.

To explain how 4 inches will accommodate, say, 40 pounds of mail, I would state that 4 inches linear space would make about 3 square feet, or a space 1 foot in width by 3 feet in length, which will readily accommodate the above weight of mail.

In the same manner a linear space of 6 inches would be equivalent to $4\frac{1}{2}$ feet square, or a space 3 feet in length by $1\frac{1}{2}$ feet in width, in which I consider that 250 pounds of mail can be piled, as a maximum amount.

I have, by similar methods, arrived at the number of pounds a linear space of 1 foot, 1 foot 6 inches, &c., will accommodate.

In column 8 I have based my estimate of space necessary in mail apartments and postal cars upon the actual present necessities of the service. An invariable system cannot be made which will apply to all lines, for the reason that the distribution on some lines requires more space than on other lines where the weights of mail handled are about equal.

Again, an apparent discrepancy will appear in this part of my report, with reference to lines in some parts of the division, such as Texas, where weighings have not been had for two years. In such cases the amount of space required in mail apartments will appear greater for the weight of mail shown than on Missouri lines, for instance, where weighings were had this spring and weights have not materially changed. The actual present needs of the service are borne in mind in this case.

Very respectfully,

E. W. WARFIELD,
Superintendent.

Hon. W. B. THOMPSON,
General Superintendent Railway Mail Service, Washington, D. C.

OFFICE SUPERINTENDENT RAILWAY MAIL SERIVCE, SIXTH DIVISION,
Chicago, Ill., September 5, 1883.

DEAR SIR: In accordance with the directions contained in printed circular from your office, dated July 5, 1883, I have made up "statistics of railway mail service transportation," and forward same this day by registered mail to your address.

I have the honor to state that my estimates of linear car space required on railroad post-office lines is based entirely on the amount of room necessary on the various routes to properly and conveniently distribute the mails passing over each line, and that in arriving at my conclusions no material attention has been paid to the weight of mails carried, as in my judgment no reliable estimate of necessary car space on railroad post-office lines can be made on the basis of the average weight of mail carried per day, because on some lines *all* the mail carried is for local points and immediate connections, and requires a close distribution into a large number of separations, while on other lines which carry equally as heavy or a great deal heavier mail there are but few stations, and the bulk consists of through mail, which requires but storage room and very little space for the purposes of distribution.

In my estimate of the space necessary in baggage cars for express mails I have started upon the basis of 6 linear inches as the smallest amount required, even where there is but one pouch or sack to be carried, and as that gives us a space of a little over two feet square on the floor of the car, I conclude that this is sufficient room to store 10 to 15 No. 3 pouches and 6 or 8 partly filled canvas sacks. The weight of the mails combined with the number of sacks and pouches in which it is contained has been taken into consideration in filling up columns 17 and 35, and while it is impossible to give the *exact* number of pouches and sacks sent on the different trains, I think the figures given are substantially correct.

On Route No. 23003, between Chicago and Union Pacific Transfer, a large mail is carried in baggage cars of the trains, to which the railway post-office is attached, occupying perhaps an average space of 25 feet. This is not included in the estimated space necessary for said line, as I could not find a suitable place in the blank to explain this. The same is the case on Route 34001, between Council Bluffs and Ogden, where short baggage cars (called "dinkeys") are run, in which to store a portion of the through mail, and on some days of the week the entire car is used for this purpose. Probably an average space of 20 feet per day would be a reasonable estimate for this space.

Very respectfully,

JAMES E. WHITE,
Superintendent.

Hon. W. B. THOMPSON,
General Superintendent Railway Mail Service, Washington, D. C.

FORM OF LETTER ADDRESSED TO RAILWAY OFFICIALS.

WASHINGTON, D. C., *April* 2, 1883.

——— ———:

* * * * * * *

I beg leave to invite your attention to the accompanying circular respecting the compensation to railroad companies for carrying the mails, which is the occasion of this letter.

Upon entering on the duty indicated in the circular, the committee will be pleased to have you state your views specifically, as follows:

First. As to the proper basis of compensation for postal service, and the elements of which it should be composed.

Second. As to the rate or rates of compensation that should be fixed for the service.

And, if you will, as far as convenient, support such views as you may express with demonstrated facts, or with exhibits of comparative earnings from other items of transportation, it will be duly appreciated.

The committee takes up this subject without any prejudice or bias whatever, and assumes that it will be conceded that the greatest good to all interests involved will be attained by the adoption of a system that shall secure a rate of compensation for the service rendered, neither more nor less than just and reasonable, and to this end your co-operation is desired and confidently expected.

An early reply will oblige,

Very respectfully,

RICHD. A. ELMER,
Chairman.

[Inclosure.]

WASHINGTON, D. C., *March* 5, 1883.

Ordered, That Richard A. Elmer, the Second Assistant Postmaster-General, William B. Thompson, the General Superintendent of Railway Mail Service, and Isaac C. Slater, the Superintendent of Railway Adjustments, be a committee to frame and submit to the Postmaster-General a system for gauging the rates of pay for carrying the mails on railroad routes, in accordance with the provisions of section 3 of an act "making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1884, and for other purposes," approved March 3, 1883.

T. O. HOWE,
Postmaster-General.

SECTION 3. That the Postmaster-General is hereby directed to make a thorough investigation into the Railway Mail Service of the United States, and report to Congress, in December next, with the data upon which it is based, a more complete system of gauging the rates of pay for carrying the mails on railroad routes, if practicable, in order to secure the better protection of the interests of the Government and the adjustment of rates of compensation for the service required. * * * *

(Act of March 3, 1883.)

COMMUNICATIONS FROM RAILWAY OFFICIALS IN REPLY TO THE FOREGOING LETTER.

[Arkansas Midland Railroad Company. A. H. Johnson, president; J. J. Horner, vice-president.]

OBERLIN, OHIO, *April* 24, 1883.

SIR: Your favor of the 26th ultimo forwarded me at this place.

Perhaps I cannot better make a suggestion than by stating a grievance. About two years ago, while I was carrying the mail on the route between Helena and Clarendon, fifty miles, at a price nominally $42 per mile, practically much less, because I was often late, and when the train was five minutes behind I received no credit for that trip, we then had a mail agent who was a very faithful Government officer—Mr Anderson. He went so far as to regulate the places and length of the whistles, so that the post-offices should know when the mail arrived. I became somewhat discouraged, and complained to the Department we were not sufficiently remunerated. I was answered t was regulated by act of Congress, and they had no discretion. I then made a calculation of the cost to me, and figuring the furnishing of the apartment, and the fact that the car with the mail was frequently taken solely on account of the mail, it did not pay, and I preferred to stop carrying it. I wrote the Department inquiring if I was compelled by law to carry the mail. Was answered, "No, if you did not receive a land grant from the General Government." I then wrote the Department that I desired to stop carrying the mail. Was answered that they had no other way of carrying it for the present, and requested me to continue until some other way was provided. I extended the schedule time so as to cover delays, and have carried it since with more or less promptness, in receiving pay, until a year ago July 1. Since then I have had no pay. Wrote to one of our Congressmen. He handed my letter to a lawyer, who writes me he understands the trouble and for a reasonable compensation he will undertake to collect. I have not employed him. The Post-Office Department have written that they are unable to pay anything until the weighing of the mails on that route is adjusted. We have had the mail weighed until it seems to me it cost more to weigh than to carry, and we never had the weighing exceed the lowest weight named by Congress but once, and then there was another weight taken immediately. I know I would prefer not carrying the mail at all at the present price on our line, but how to regulate it I am unable at present to disclose.

Very respectfully,

A. H. JOHNSON,
President.

Hon. RICHARD A. ELMER,
Chairman, Washington, D. C.

[Atchison, Topeka and Santa Fé Railroad Company.]

VICE-PRESIDENT'S OFFICE, 95 MILK STREET,
Boston, April 3, 1883.

DEAR SIR: The contents of your letter of March 26, with attached copy of circular from the Post-Office Department, have been received by us and are fully noted.

I have not been able to give that consideration to the details of the matter which so important a subject demands, but, after brief consideration, I would say, in answer to the two inquiries that you make—

1st. As to the proper basis of compensation to the railroad companies for the services performed by them for the United States Post-Office Department, when one considers the peculiar character of the material which is transported, viz: a bulky but light material, which is always or nearly always accompanied by a messenger or messengers, and which requires always an excess of space or empty car-room afforded to no other class of freight or passengers, which material and men are carried also on the most rapid trains, even these few considerations bring the conviction that it is not just nor reasonable that the compensation should be allowed simply upon the basis of the weight of the mails themselves.

Again, there is required from the railroad companies a responsibility for the transportation and delivery of the mails, of a peculiarly exacting character, so that in not a few instances it costs the companies much more to transport and deliver the mails than the amounts which they collect from the Government.

It does not seem unreasonable to say that the present law in regard to the transportation of mails and payment for said services is based upon arbitrary and unjust principles, arising perhaps from a knowledge of the fact that prompt and efficient transportation of the United States mails being a matter of keen interest to every good citizen, the railroads will for a long time continue to bear injustice in the matter of payment for said transportation rather than throw difficulties in the way of United States officers.

It is sometimes stated that it should be remembered in considering a proper compensation for postal service that the mails and messengers are almost invariably carried upon trains which would be run whether or not there were any mails to be carried, and that therefore from a certain point of view the carrying of mails forms an extra service which may perhaps be afforded without great additional cost. But is not such an argument equally sound in the case of every other kind of transportation done by the railroad companies? And if rates are made on this basis, how could railroad companies expect to earn anything more than mere cost of doing business?

The United States is so large a country, and so diverse in its characteristics, that in determining the elements that should enter into a basis for compensation for mail service it would be necessary, perhaps, first to divide the country into divisions. One of these divisions would probably be the region of country west of the Missouri River, in which this road is situated. Speaking, then, for that region of country, the writer thinks that the following elements should be considered:

1. The amount of car space required; and this would necessarily include the number of trains used.
2. The number of messengers carried regularly.
3. The rate of speed of the trains transporting mails.

The arrangement for pay upon the above basis would be made more easy if the lines in this division west of the Missouri River were divided into two or three classes; main lines being in the first class, and branch lines constituting the second or the second and third classes.

From the main lines would be required at least one train each way per day, with one car devoted to postal service of the usual mail-car size, carrying an average of two messengers each way daily, and running at a minimum speed of 25 miles per hour between termini.

From the branch lines would be required at least one train each way per day, with space equal to one-third of a mail-car; one messenger, and a minimum speed of 10 or 15 miles per hour.

2d. As to the rate or rates of pay to be fixed for the service, it will be impracticable to fix a rate of pay whichwill be equally fair to all the railroad companies performing the service. All the roads must be content with some rate of pay which is fair to them as a whole. This being determined, it is not difficult to ascertain for the first-class roads—main lines—what is the proper compensation for hauling a postal car weighing so many tons, carrying so many people per day, and so many average tons of contents, at a minimum speed of 25 miles per hour. And so also for the second-class of roads, and for a third-class if branches are divided into two classes of roads.

All the railroads have reason to congratulate themselves that this whole question is to be carefully reviewed by the gentlemen who have been selected for this purpose.

Yours, truly,

A. E. TOUZALIN.

RICHARD A. ELMER, Esq.,
Second Assistant Postmaster-General, Washington, D. C.

[Atchison, Topeka and Santa Fé Railroad Company. Office of traffic manager.]

TOPEKA, KANS., *October* 24, 1883.

DEAR SIR: Your circular-letter of October 10 is received.

I have not had the time to give full thought to the subject, as I had hoped, but at present I cannot think of any general plan for "gauging the rates of pay for carrying the mails" which would be an improvement upon your present system, so long as the laws of Congress remain as at present.

That the present compensation allowed by the Government to some of the roads, especially in the West, is unjust will be manifest to any one who will investigate the subject.

1st. Railroads in Kansas (for instance) receive the same compensation as those in New York or Pennsylvania, while their cost of performing the service is double. Why is this so? Fifteen hundred miles distant from the markets of the country, supplies and material of all kinds, as well as labor, are much higher here than East. Kansas has 13 inhabitants to every square mile. New York has over 100. Every mile of railroad in New York has over 720 people to support it. Kansas roads have 234. In addition to all this, Eastern roads have the haul of all their manufactures consumed all through the West, as also of the Western products to the East.

2d. Should it be claimed that the rate of compensation was proper for the Western roads and too much for the East, I should reply that as to our line, the Government does not allow us as much per ton per mile on its mails which are hauled on first-class trains at a high rate of speed as we receive on the same class of matter hauled in freight-cars, on freight-trains, and at a speed of 10 miles per hour.

3d. Freights and fares are higher West than East. This extra cost of operating a railroad in the West must be borne by somebody. The traveling public, the merchant, the manufacturer, and the farmer pay their share of it why should not the Government pay its share for the mail service rendered?

I have always thought that the country should be divided into three, or perhaps more parts as to an east and west line, and perhaps two as to the north and south. The compensation for mail service in each of these subdivisions to vary, and to be based on equitable considerations; the first consideration being the difference in the cost of the service to the railroads in the different subdivisions.

Yours, truly,

J. F. GODDARD,
Traffic Manager.

Hon. R. A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

[H. C. Nutt, president; C. S. Tuckerman, treasurer. Atlantic and Pacific Railroad Company, president's office.]

BOSTON, MASS., *April* 4, 1883.

DEAR SIR: I am in receipt of your favor of ———, 1883. Without being able, as you request, to "support such views as I may express with demonstrated facts," and fully appreciating the difficulties of an equitable adjustment of the compensation to be paid railroad companies for this services, I will, to the best of my abilities, briefly answer your inquiries.

First. *As to a proper basis.*

This, I should say, would depend upon certain conditions of relative importance, as follows:—

1st. Weight and bulk of mails carried, including the kind and quality of cars furnished, together with the number of persons carried as agents and employés of the Government.

2d. The speed and frequency of the service; the first item largely influencing the actual cost of the service to the railroad companies.

Second. *As to rates.*

As the requirements of the Government are exceptional, and differ from any other service performed, either for the public or the express companies, no comparison can justly be made; but an equitable rate can be established by taking into account the size and weight of cars furnished, weight and volume of matter carried, servants carried, and frequency and speed of trains used.

Respectfully yours,

H. C. NUTT,
President.

RICHARD A. ELMER, Esq.,
Chairman.

[Baltimore and Ohio Railroad Company, Pittsburgh Division.]

OFFICE OF THE GENERAL SUPERINTENDENT.
Pittsburgh, Pa., April 18, 1883.

DEAR SIR: I beg to acknowledge receipt of your communication of April 2, accompanied by circular of the Postmaster-General under date of March 5, relating to compensation to be paid railroads for transporting mails.

This communication was addressed to Mr. W. S. Bissell, president of the Salisbury Railroad.

In connection with the Salisbury Railroad, I will state that we have performed no mail service on this branch for several months, the requirements of the Department being such that we were obliged to run a train 18 miles each evening to deliver the mail at the terminus of the road, in performing which service we had no other revenues arriving from the train, and as a result it was costing us more to perform the service than the Government was paying for such service, and we therefore preferred to give up the carrying of the mail on this branch, which is but 9 miles long—a local coal-road, and has but a trifling passenger business—rather than do it at a loss.

In connection with this branch and other branches of a like character, I would beg leave to state to your honorable committee that one of the great drawbacks to the service, and one of the elements which go to make the service on short branch lines unprofitable, is the exactions of the local postmasters, who, after they have an office established, among the first steps they take is to require the railroad company to pay them an amount greater than the service warrants for carrying the mail to and from their offices. This is a hardship on

short lines where, as a rule, stations are local, business not warranting agents at such points; and, in my judgment, in the adjustment of the compensation to be allowed roads of this kind, some plan should be devised by which the local postmaster would be required, at places where railroad companies keep no agents and where mail is light, to take from and deliver to stations and trains their mail pouches.

There is no money to railroad companies for this short-branch service as the rules of the Department now stand, and as a rule the railroads prefer to submit to exactions in performing the service rather than listen to the complaints of the public, which imagines that the branch lines should run a train to connect with every through train passing the junction with main line, so that they can get their mail with the same promptness that large cities and towns do.

Yours, very respectfully,

THOMAS M. KING,
General Superintendent.

Hon. RICHARD A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

BALTIMORE AND OHIO RAILROAD COMPANY,
TRANSPORTATION DEPARTMENT,
Baltimore, Md., November 26, 1883.

DEAR SIR: Your communication of March 26 to President Garrett has been referred to me, and, in reply thereto, I beg leave to say that I am clearly of the opinion that the proper bases of compensation for the transportation of mail should be on space provided and the speed at which they are transported.

The present system of paying for mail service, as you are aware, is predicated wholly upon weight of mails carried, and not upon frequency or space occupied, or the speed at which they are transported. The co pensation paid by the Post-Office Department for the transportation of mails, should equal the compensation derived by the company from a like service performed for individuals or private corporations, and a just and proper comparison would be the revenue received for mail service with the revenue received from Baltimore and Ohio express service. At this time, we are receiving as compensation from the Post-Office Department on main line 4.25 mills per linear foot per mile per annum; this, compared with the net revenue of Baltimore and Ohio express for the year 1882, gives, on main line 10.03 mills per linear foot per mile per annum, and that with much less expensive equipment than is provided for the transportation of mails.

The compensation per linear foot per mile received from the Post-Office Department includes only postal and compartment cars, and does not include the space furnished in our regular baggage cars, which, in the course of a year, aggregates a large amount of space, and which, of course, we have no accurate means of determining, besides requiring the careful and frequent attention of baggage-masters in receiving and delivering this mail.

I am of the opinion that, in adjusting the pay for the transportation of mails, a minimum speed should be selected between terminals, say 20 miles or less per hour; this, upon the basis of the earnings of our express, which is carried at an average speed of 27.8 miles per hour, would give 7.5 mills per linear foot per mile per annum, and this should be the rate for a speed of 20 miles per hour or less, and for each additional mile of increased speed, until a speed of 40 miles per hour has been reached, additional compensation at the rate of one-third of a mill per linear foot per mile per annum should be allowed; and for a speed over 40 miles, one-half of a mill per linear foot per mile per annum, in order to compensate the companies for the additional wear and tear of track and rolling stock incident to this high rate of speed.

I think it eminently just and proper that the Post-Office Department relieve the companies of the responsibility and expense of what is known as "side service"; that is, delivering mails to local post-offices where they are located within a distance of 80 rods from a station, which is burdensome to railroad companies, and, in a number of cases, costs more for the delivery of mails at such places than the company receives for the transportation of the same.

Referring to the present law in reference to fining railroad companies for not making schedule time, it is fair to presume that no company promulgates a schedule that it cannot under ordinary circumstances run to, and it is certainly its interest to make schedule time when possible, and a failure to do so arises from causes unforeseen and over which it has no control. If deemed necessary by the Department that a fine should be imposed for failure to make schedule time, the causes that would exempt the railroad company from fine should be clearly and definitely stated.

I am, sir, your obedient servant,

W. M. CLEMENTS,
Master of Transportation.

Hon. RICHARD A. ELMER, *Chairman.*

BANGOR AND KATAHDIN IRON WORKS RAILWAY, PRESIDENT'S OFFICE,
Bangor, Me., April 3, 1883.

DEAR SIR: Your favor of the 26th ultimo, addressed to Mr. O. W. Davis, jr., formerly president of the above-named railway, has been handed to me, and I have had too little experience with mail transportation to reply as fully as you desire. We have just now received your award. I presume under the existing law for the mail service performed by us between Milo Junction and Katahdin Iron Works, about 19 miles, amounting to about $800 per annum ($809.68), from which we now pay $16 per month for the delivery of mails to and from the post-office at Milo village, leaving us the net sum of $617.68 per annum for the service, say $2 per day. From what I know of the system of fixing the compensation for the service on longer railroads, I should say the three elements upon which it is based were the proper ones to consider, *i. e.:* the space furnished especially for mails; the weight of the mails, and the rate of speed at which they are carried; but for a new railroad, with, in some months, greater expense for operating than the total amount of its gross receipts, as in our own case, I most certainly think we are, considering the increased facilities we have given you, entitled to more than $2 per day.

I do not know how far you make a railway company liable for the movement of mails without a messenger, but if any penalty attaches in case of loss or damage, our compensation would hardly cover the insurance, to throw the service out entirely. I regret my inability to take up the general question as you would like, but trust the specific case referred to will receive your consideration.

Very truly, yours,

CHARLES T. LORD,
President Bangor and Katahdin Iron Works Railway.

Hon. R. A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

[Bangor and Piscataquis Railroad. President's office. Moses Giddings, president.]

BANGOR, ME., *May* 14, 1883.

DEAR SIR: Yours of March 26 was duly received, and the subject-matter of the same has had due consideration, and I herewith give you our views:

First. "As to the proper basis of compensation for postal service," so far as we are able to judge the present mode, viz: the space required and the weight carried, and as now adjusted, is not far from equitable.

Second. To arrive at this requires a semi-annual weighing, and that in our case the commencement and the middle of the year would be just, or as nearly so as it seems possible, to both parties.

I am, yours respectfully,

M. GIDDINGS, *President.*

Hon. RICHARD A. ELMER,
Chairman, Washington.

HAMMONDSPORT, N. Y., *April* 10, 1883.

DEAR SIR: Referring to your request of March 27, for our views of a proper basis on which to fix the compensation for transporting mails by railroad, we respectfully submit the following:

That mail transportation is not unlike any other freight. That weight, space, and speed, qualified by distance, frequency, and terminal delivery, is all there is to consider in fixing a rate.

In substantiation of the above we cite the unvarying practice of railroads to charge more per mile on weights for short distances. More for bulky than heavy goods. More where the same is divided into two or more lots, instead of one. More for fast than slow time, and more when goods are required to be carted to or from terminus.

The foregoing, in their variation and combinations, in our opinion embrace all the points which enter into the problem of transportation of mails. All of which is respectfully submitted.

G. W. NICHOLS,
President.
ALLEN WOOD,
Lessee and General Manager.
M. H. HALL,
Superintendent Bath and Hammondsport R. R.

Hon. RICHARD A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

[The Bellaire, Zanesville and Cincinnati Railway Company. S. L. Mooney, president; M. Hoeffler, secretary.]

WOODSFIELD, OHIO, *April* 20, 1883.

DEAR SIR: Referring to your favor of the 27th March, soliciting a reply in relation to compensation for railway mail service, I beg to state that section 629 Revised Statutes be so amended as to authorize payment of a ratable amount for the weights of mail carried (say every 50 or 100 pounds) between the minimum amounts now prescribed in that section. There is obvious and gross injustice in requiring a railway company to carry 450 or 495 pounds for the rate allowed for 200 pounds; that has been the practical construction of the section as applied to this road. Whether this is a proper construction of it or not, we have failed, after repeated efforts, to induce the Department to rule otherwise. This mode of adjusting compensation, and now enforced by the strong hand of the Government, would never be voluntarily submitted to by any transportation company in other items of transportation.

The change suggested would, we submit, be, in the language of your esteemed letter, "neither more nor less than just and reasonable."

Of course, provision should be made for reweighing upon satisfactory evidence being furnished the Department that the company is entitled to the increased compensation.

The change proposed is, we suggest, especially demanded in justice to new railways, as new mail routes are being turned into it from time to time for some years after its construction.

Now for the practical working of your present system on this road. We are now carrying over 500 pounds mail for the pitiful sum. of about $1,800 per annum, and your route agent who is drawing a salary of about $900 per annum from the Department. Either the compensation to the railroad is too low, or that of the route agent is too high; there is no equity or justice in this system. We have repeatedly asked the Department for a reweigh, but so far have failed to have our wishes complied with.

Respectfully, yours,

S. L. MOONEY, *President.*

RICHARD A. ELMER, Esq., *Chairman, Washington, D. C.*

[Boston and Lowell Railroad. Superintendent's office. C. S. Mellen, superintendent.]

BOSTON, MASS., *November* 7, 1883.

SIR: In reply to your favor of the 19th ultimo, relative to compensation for carrying the mails, would say, the main line of this road forms a portion of the postal route between Boston and Saint Albans and Montreal, on which day and night postal cars with two or more clerks to each one are run, and, with its branches (on some of which mail agents with mail compartments are also run), covers some 165 miles of mail service. There is also a large amount of mail service performed by train employés when Government clerks are not furnished in receiving and delivering mail in sacks and pouches.

As a proper basis for compensation, would say that, when carried in postal cars, it is our opinion a price per foot per mile for space furnished should be paid, instead of a price, as at present, based on weight, for the reason that where postal cars are run it is as great an expense to run the car with a light weight of mails as to run it heavily freighted, the difference in expense to the railroad being well nigh impossible to estimate.

When the mails are carried in baggage cars, we would suggest a price per pouch or sack per mile carried as a more equitable basis than by weight: and it is our opinion that Government should assume the outside service, viz: the transportation of the mails between the stations and the offices, which is now in many cases assumed by the railroad corporations.

In addition to the above, a price should be allowed for the transportation of route agents. At the present time we are obliged to carry them free, and in case of injury from any cause the railroad is responsible. The lowest rates at which passengers are carried upon the roads of this corporation are two cents per mile (and the War Department of the United States allow, I think, the same rate), and the passengers are required to sign an agreement assuming all the risks of transportation in consideration of this low rate. If the railroad is to assume the risk, it would seem to us that two cents per mile for route agents would be a reasonable compensation, but if the Government would assume the risk, a lower rate could be afforded.

The above suggestions are for compensation for carrying the mails upon regular trains. When they are carried upon limited express trains, there should be an increase of not less than 25 per cent.

Very respectfully, yours,

C. S. MELLEN,
Superintendent.

R. A. ELMER, Esq.,
Chairman Committee on Revision of Laws Governing Postal Transportation by Railroads, Washington, D. C.

BOSTON, CONCORD AND MONTREAL RAILROAD, PRESIDENT'S OFFICE,
Boston, Mass., November 2, 1883.

DEAR SIR: Your circular of October 10, 1883, with letter of date March 27, 1883, and circular of date March 10, 1883, are received, relating to rates of pay for carrying the mail on railroad routes.

On carefully reading the section of the law of March 3, 1883, contained in the circular, I am unable to form a satisfactory conclusion as to the purpose sought by the section referred to or to determine what was designed to be accomplished by the investigation therein ordered.

Until I can understand what is desired, it is hardly possible to know what facts would enable the committee to come to a just conclusion on the subject of your communication.

As to the matter of gauging the rates of pay for different classes of roads, the amount to be paid to a railroad must depend on the particular circumstances of each case and on the amount and character of the services required.

It is difficult to conceive how the compensation that is just for one railroad can furnish any guide to the amount justly to be paid any other, or how any "system of gauging the rates of pay" can be established that would furnish even an approximation to just compensation except by accident.

I remain, yours, respectfully,

J. THOMAS VOSE, *President.*

Hon. RICHARD A. ELMER,
Second Assistant Postmaster-General, Chairman.

[Office of the Boston, Hoosac Tunnel and Western Railway Company, 120 Broadway.]

NEW YORK, *April* 3, 1883.

DEAR SIR: Replying to your favor of March 27, as to my views upon the proper mode of fixing compensation for carrying mails upon railroad trains, I have not at hand sufficient data to give comparisons for mail earnings with earnings from other sources with similar space occupied and speed carried. In my judgment, where a light mail is carried, say less than 1,000 pounds daily, the rates at present are much too low, and should be based on space furnished in the cars until the average weight exceeds a maximum of 2,000 or 3,000 pounds daily. This company, for instance, furnishing the usual space for a light mail, about one-fourth of a car, receives as compensation only $42.75 per annum, which is not more than about one-third of the amount it would receive for carrying express matter in the same space, and is an entirely insufficient compensation. A reasonable compensation for the same service would be not less than $100 per mile per annum.

Yours, truly,

A. KOUNTZE, *President.*

R. A. ELMER, Esq.,
Chairman, and Second Assistant Postmaster-General, Washington, D. C.

[Office of the Brighthope Railway Company, miners and shippers of bituminous coal. James H. Young, president; James R. Werth, superintendent and treasurer Franklin Stearns, vice-president; G. M. Wilson, secretary.]

RICHMOND, VA., *April* 7, 1883.

SIR: Referring to yours of the 10th ultimo, I have the honor to state that I think the rates paid by express companies for transportation of express matter furnishes a fair basis of compensation for railway mail service over first-class roads.

Railways having a passenger business must schedule their trains and make connections with trains of same class on other roads. The earnings from mail and express service, under these circumstances, are incidental.

I think it follows that at the same rate the profits derived from the carriage of mails will equal those derived from the carriage of express matter, provided the class of trains and the character of the equipment devoted to the respective services are the same.

The foregoing applies to the regular service; at least 50 per cent. more should be paid for special or fast mail service.

The basis for compensation for postal service over secondary or tonnage roads should probably be not less than the cost of performing the service when the cost can be ascertained. It is the case with this and many other companies that passengers are carried on mixed trains, and for economic reasons these trains make connections with trains of similar class on other roads which do not carry mail. From the foregoing it will be seen we must make special arrangements and incur delays in order to accommodate the freight, mail, and passenger services.

How far we can afford to incur the delays and expenses incident thereto may be judged from the comparative earnings from the several sources herewith submitted for six months ending November 30, 1882:

From passengers	$1,083 98
From mail	320 62
From freights	20,813 36

To perform the mail and passenger service promptly and independently of tonnage service it is estimated that an expenditure of $3,500 semi-annually must be met. From the above showing of revenue it seems that we must meet a net loss of $2,095.40 semi-annually. Now, the question is how much of this loss should be apportioned to mail and how much to passenger service.

I would further state that during the past year rather than to disturb the movement of tonnage trains, we have frequently sent the mail over our railway on a locomotive, no other revenue being derived from a trip of 60 miles except earnings from mail one day.

It is generally conceded that postal and traveling facilities are essential to civilization. The Government and railways are mutually interested and engaged in carrying intelligence, labor, and capital into the forests and mines; and it seems to be the spirit of our Government to furnish mail facilities to all localities irrespective of comparative earnings and expenses. This is the policy of railways in regard to passenger service also.

In considering the compensation for postal service over routes last described, namely, tonnage roads, the question is how far the Government ought to relieve railways of excessive losses incurred in the transportation of mails. We will be satisfied to make a statement of the earnings and expenses of passenger and mail trains, and leave to the Government the fixing of compensation.

The carrying being a necessity, and there being no profit in the business, it seems to me to be impossible to fix a basis which will be economical to the Government and profitable to the company.

All of which is respectfully submitted.

JAMES R. WERTH,
Superintendent and Treasurer.

Hon. RICHARD A. ELMER,
Chairman, Washington, D. C.

[Burlington and Northwestern and Burlington and Western Railways.]

OFFICE CHIEF ENGINEER AND SUPERINTENDENT,
Burlington, Iowa, October 22, 1883.

DEAR SIR: Referring to your circulars of October 10 and March 10, would say: The compensation we receive for mail service, taking all the circumstances into consideration, is the lowest we receive for transportation. We haul mails amounting to 200 pounds, say, over the road each way. We are obliged to deliver to and receive these mails from all offices within 80 rods of our station, and at terminal stations also. Now, if we figure freights on the weight carried, at the rate of 1½ first class, and 25 cents per trip in taking mails to and from trains, including terminal stations, one-half full fare for the messenger, saying nothing whatever of the special compartment and facilities for distributing furnished in car or off, lighting and warming same, we shall have the following showing: 200 pounds mail, at 37½ cents, 75 cents. Receiving and delivering mail from eight offices, at 25 cents, $2. Fare of the messenger over the road at one-half first-class passage, same as commercial travelers, 72½ cents, making a total of $3.57½ for the outward trip, and same for the inward trip, or $7.15 per day, or $2,237.95 for 313 round trips per year. But we are receiving for this purpose only $1,624.50. This would certainly be

no more than a fair compensation for the service rendered. The amount of space required in comparison to the weight hauled is much larger than that required for freight on which we charge three times first class. No account is taken whatever of special car fixtures; no account in lighting and warming and keeping in order, and separate compartment fitted up especially for this purpose; no account of the delays occasioned to our trains and vexation to other business in waiting for mails from connecting lines—nothing but just the bare labor itself, at the lowest possible estimate, and the lowest possible estimate for the transportation of messengers.

In this view of the case, which is certainly a reasonable one, I submit that these companies are not receiving over two-thirds of what they should for the service rendered the Department in the transportation of mails over its lines.

Very respectfully,

JOHN T. GERRY,
Chief Engineer and Superintendent.

RICHARD A. ELMER, Esq.,
Second Assistant Postmaster-General, Washington, D. C.

CAROLINA CENTRAL RAILROAD COMPANY, PRESIDENT'S OFFICE,
Baltimore, Md., May 14, 1883.

SIR: I have your communication, addressed to the Seaboard and Roanoke, Raleigh and Gaston, Raleigh and Augusta Air-Line, and Carolina Central Railroad Companies, inclosing circular under date of March 10.

I respectfully suggest that railroad lines should be compensated for mail service, not only in proportion of weight of mails carried, but in proportion to space occupied and other service performed.

The companies above mentioned, and of which I am president, in my opinion, have not received for years proper compensation for mail service. It is true the mail is light, but the companies are required to furnish from one-third to one-half the capacity of a car; to furnish the same as required by the Post-Office Department, and to transport free the Post-Office Department's agent in charge of the mails, you will readily perceive that the cost of furnishing all this for a small amount of mail matter is as great as if the space was fully occupied and the weight of mail probably several times as great.

A desire on the part of these companies to accommodate the sections of country through which their roads run has led them to do mail service at less compensation than any other, and I trust it will be the pleasure of your committee to recognize this fact, and that companies similarly situated are entitled to very much greater rates of compensation than they now receive.

I am, sir, yours, very respectfully,

JNO. M. ROBINSON,
President S. and R., and R. and A. Air-Line, and C. C. R. R's.

Hon. RICHARD A. ELMER,
Second Assistant Postmaster-General, Chairman, Washington, D. C.

[Central Railroad and Banking Company of Georgia.]

GENERAL SUPERINTENDENT'S OFFICE,
Savannah, Ga., October 30, 1883.

DEAR SIR: In compliance with your circular of 10th instant I send you my views of a just basis of compensation to the railroads for carrying the mails.

I inclose a statement showing what this company would earn if the car space devoted to mail service was used for the transportation of dry goods or any article included in the first class of our railroad tariff. Of course the weight of the mails carried are not to the full capacity of the car space furnished, but the space is required for the transportation of the Government business, and the railroad companies should be paid for the freight space that they are called upon to furnish, and surely the rate per 100 pounds we receive on first-class freight by freight trains on weights about one-half the capacity required should be considered little enough.

In addition to the risk of transporting freight (which is very small) we incur the liability for personal injury to your agents, while we receive nothing for their transportation. We furnish fuel, ice-water, and lights for mail-rooms, and run the risk of fire from accident to lamps and stoves in mail-rooms. Then, the increased value of cars furnished over freight cars, and the increased speed at which the mails are carried over that which freight is transported, classifies it as more important service. The cost of cleaning and maintaining mail cars as compared with freight cars should not be lost sight of.

A further important consideration is the fact that the heavy increase in mail on this road demands increased room and facilities, our old cars being inadequate for the purpose.

At the request of the Superintendent of Railway Mail Service of this division we prepared drawings of a car of a late and improved pattern, which were submitted to him and met his hearty approval. These cars are now in course of construction, and will be finished shortly, when our line will be equipped with mail cars inferior to no road in this section. We are also now offering to the railway post-office department a larger number of daily mail trains at greater speed than ever before, I very much hope that the Government will see the justice of some such basis as this and increase the compensation of all the divisions of this company's system of roads. We have not included the South-Western Railroad Division in comparative statement, not deeming it necessary to go beyond the establishment of the fact that compensation now allowed is not sufficiently remunerative; however, a statement covering that division would show a comparative deficit.

I would be glad to get any criticism upon this basis of compensation that can be made.

Respectfully,

WILLIAM ROGERS,
General Superintendent.

RICHARD A. ELMER, Esq.,
Second Assistant Postmaster-General, Washington, D. C.

Central Railroad of Georgia.

SAVANNAH DIVISION.

Cars in service.	Running between—	Length of car.	Length of mail-room.	Capacity of car.	Capacity of mail-room.	Mileage per day of each car.	Rate freight by freight train, per 100 pounds.	Revenue from mail-room space if loaded with freight; estimated average each car.		Total revenue per day.	Revenue per year 312 days.	Value of mail cars, each.	Value of mail part of each car.	Value of a box or freight car; capacity, 40,000 pounds.
		Feet.	*Feet.*	*Pounds.*	*Pounds.*	*Miles.*		*Pounds.*						
3	Savannah and Macon	50	25	40,000	20,000	60	$0 46	10,000	$46 00	$138 00	$43,056 00	$2,750	$1,700	$500
3	do	50	13	40,000	10,000	60	46	4,000	18 40	55 20	17,222 40	2,000	600	
1	Augusta and Millen	43	11	40,000	10,000	60	46	4,000	18 40	18 40	5,740 08	2,000	500	
1	Eatonton and Gordon	40	5	30,000	3,000	60	46	1,200	5 52	5 52	1,722 24	1,200	300	
											67,740 72			
	Amount now received from Government										19,779 96			
	Deficit										47,960 72			

ATLANTA DIVISION.

3	Atlanta and Macon	50	25	40,000	20,000	60	33	10,000	33 00	99 00	30,888 00	2,750	1,700	
3	do	50	13	40,000	10,000	60	33	4,000	13 20	39 60	12,345 20	2,000	600	
2	do	47	21	40,000	18,000	60	33	9,000	29 70	59 40	18,532 80	2,000	1,000	
											61,766 00			
	Amount now received from Government										14,199 84			
	Deficit										47,566 16			

NOTE.—While each mail car averages double the mileage shown above, estimate is based on the average mileage made by our freight or box cars on freight trains The bulk carrying capacity of mail-room space is estimated at about one-half of the tonnage capacity, which our experience shows us to be low.

[Office Central Pacific Railroad Company, No. 23 Broad street. C. P. Huntington, vice-president.]

NEW YORK, *May* 31, 1883.

DEAR SIR: I have the honor to acknowledge the receipt of your favor of March 27, and circular therein referred to, respecting the compensation to be paid by the Government to railroad companies for carrying the mails.

AIDED PIONEER PACIFIC RAILROAD.

On behalf of the Central Pacific Railroad Company, I beg to call your attention to the fact that by section 6 of the act of Congress approved July 1, 1862 (12 U. S. Stats. at Large, 489), which, by sections 9 and 10 of the same act, is made applicable to this company, it is provided that the grants to the company are made upon condition that the company "transport mails * * * upon said railroad for the Government, whenever required to do so, by any department thereof. * * * at fair and reasonable rates of compensation not to exceed the rates paid by private parties for the same kind of service." On an appeal from the Court of Claims in the case of the Union Pacific Railroad Company *vs.* The United States, the Supreme Court has recently decided (14 Otto, 662) that this section constitutes a contract between the United States and the companies, and is the guide for both the Government and the companies in the determination of the compensation for service. In this case, the court, adopting the language of the court below, says (p. 664): "The section means, we think, that the company shall transport the Government's mails, munitions, troops, &c., whenever required so to do, and that the Government shall have the preference over private parties; but that the transportation in all cases shall be done at fair and reasonable rates, which in no case (of preference or otherwise) shall exceed the rates paid by any private party for the same kind of service."

And after holding that neither the rates charged for goods carried in express cars, nor the rates charged for cars transporting fruit, fish, and perishable articles, hauled in passenger trains, nor a combination of the two, furnish a rule of compensation for mail service, the court says (p. 667): "Construing the statute as we do, we think the court would not be limited in any action where it was compelled to estimate damages to the rate charged by the company to private parties for a single kind of similar service. We think that a court or jury would be authorized to look over the entire field of service in determining what was a fair and reasonable charge for a kind which was similar to, but not identical with, any other. For instance, if it should appear that the receipts of passenger-cars were less than the receipts of postal cars, and the cost and running expenses no greater, we are inclined to think that fact might be a proper element in the problem of estimating the amount of fair and reasonable rates of compensation."

At page 668 the court says:

"It will be just and necessary to include in that estimate and finding an allowance for compensation for the transportation of mail agents and clerks, not, however, as a separate item of service to be paid for necessarily at the rates which might reasonably be charged, if that were the whole, but as a part of, and incident to, the entire service rendered in the transaction of the postal business required by the Government for which, as an entirety, the compensation should be made at fair and reasonable rates according to and subject only to the limitation required by the sixth section of the act of 1862."

The practice heretofore adopted by the Department, of arbitrarily fixing or making deductions from the pay of the companies for the carriage of mails, is certainly not applicable to the Pacific Railroad Companies named in the act and referred to in the decision quoted above. The company is not permitted to carry mails for private parties in competition with the Government, and, therefore, the question, What are "fair and reasonable rates"? is one to be determined by other collateral considerations, in the manner suggested by the opinion of the Supreme Court just referred to.

COMPENSATION FOR POSTAL CARS.

The requirements of this service are peculiar. The cars are required to be specially fitted, warmed, and lighted, and on the overland Pacific roads, merchandise, treasure, and coin are freely sent in the mail bags.

It should also be borne in mind that although we have on this route only four postal cars in earning operation at the same time, we are obliged to provide seven such cars (three extra), one at each end of the road, ready at a moment's notice, in order to meet contingencies of delays or repairs, and this provision is of course out of proportion to the provision made in respect to other service cars of the company. The postal cars cost more than other cars to construct, and are heavier to haul. There are usually two or more sorting clerks carried in the cars, for whom furniture and other accommodations must be provided; while on Pacific roads the companies have more than their full share of special agents, traveling ostensibly on Post-Office business, for whom no compensation is allowed.

For the purpose of presenting the matter of comparative earnings of cars as clearly and succinctly as possible, I have requested the general manager of this company to have a schedule prepared showing the actual results of operation for a single month; and the schedule thus prepared showing the earnings of the postal cars as compared with the others cars of the same train is annexed hereto, and marked Schedule A; while the relation per linear foot of car space is shown in Schedule B.

MAIL COMPENSATION APPLIED TO REPAYMENTS OF UNITED STATES ADVANCE.

It should be borne in mind that whatever compensation is allowed to the Central and Union Pacific Railroad Companies for the carriage of the mails between Omaha and San Francisco is retained by the Government, and one-half applied directly toward repayment of the bonds and interest advanced in aid of the construction, and the other half, together with further contributions from the net earnings, turned into a sinking fund for a like purpose, no money being actually received by the companies for this public transportation. These roads were begun in time of war, and constructed during a period of inflated prices at a very heavy cost, which was very largely increased by their completion seven years within the required time. The Government, in many ways, gained by the extraordinary outlay made to accelerate their progress, while the railroad companies lost by it. They naturally looked forward to a reasonable compensation for the mail transportation, since the ordinary Government freight must be carried at rates competitive with those of the ocean. These are considerations why the Pacific Railroad Companies should now be treated with exceptional liberality. The indebtedness they contracted at a heavy discount, in the then depreciated currency, they have to pay in full in coin. Their natural expectation of being able to repay, at least, the current interest in services, is only defeated by a refusal of Congress to allow reasonable compensation for mail carriage. A proper allowance will enable the companies to discharge their indebtedness to the Government more rapidly.

OVERLAND FOREIGN MAILS.

It may be proper to mention also that, besides the domestic mails, this company carries the regular British overland mails to and from Australia, together with important mails to China, Japan, and the Sandwich Islands, for which no extra compensation has thus far been allowed. These mails have, in the aggregate, considerable weight and bulk; frequently requiring an extra car or additional space in the baggage-car. I am unable to say whether any, and, if any, what, proportion of these mails have been included in the monthly weighing upon which the current mail pay of this route is based. It has repeatedly happened that the company has been required to put on special trains, and in common with the other connecting roads to take extra precautions to have these mails reach New York so as to secure a favorable departure by transatlantic steamers. These additional expenses have been cheerfully borne for the sake of the prestige of American enterprise, and in order to do away with any pretext on the part of the British and Colonial Governments for dispatching the mails by way of the Suez Canal. I understand the United States receives a considerable sum yearly for the carriage of these heavy semi-monthly mails across its territory; and it would seem to be no more than fair that the bulk of this allowance for transportation should be accorded to the Pacific Railroad Companies.

ROADS IN THE WESTERN MOUNTAIN REGION.

Attempts have been made by law heretofore to favor the carriage of mails at high speed, by allowing an additional compensation therefor, or by deductions in cases where mails are not taken on the fastest trains. A rate of compensation based upon the velocity of the train in miles per hour might be satisfactory if the gradients and conditions of operation were uniform, or nearly so, throughout the country. The Pacific Railroads are under the necessity of crossing the great elevated backbone ridges of the continent, where grades of 100 feet and upward are rendered necessary for long stretches of road, and where the ascent and descent cannot be safely made at the same speed as is common on level roads. Measured in miles per hour, the transit would be regarded as slower than on roads in the great valleys; but measured by the resistance to be overcome, and the cost of movement, they would be entitled to the same allowance as other roads more favorably situated, rated at more than double the speed. The Central Pacific Railroad, leaving tide-water near Sacramento, climbs up an almost continuous ascent to the summit of the Sierra Nevada Mountains, more than 7,000 feet in 90 miles, which can only be done by the use of improved track, costly snow-sheds, and special mechanical power. We may fairly claim, therefore, a special allowance for the heavy grades encountered on our road.

RELATION OF GRADES AND CURVES TO COST AND SPEED.

It would be no more than fair for the Department to allow to all roads having twenty continuous miles or more of grades (curves being included for their equivalent in grade) between $52\frac{8}{10}$—or 1 per cent.—and $105\frac{6}{10}$ feet per mile—or 2 per cent.—an additional amount, and to all roads having ten consecutive miles or upwards with average grades (curves being included for their equivalent in grades) between $105\frac{6}{10}$ and 116 feet per mile, a further amount, and also to all roads having ten or more consecutive miles of grades (curves being included for their equivalent in grade) exceeding on an average 116 feet per mile, a still further amount.

It necessarily happens, also, that railroads constructed over a broken and mountainous country have to contend with frequent and sharp curves, as well as steep grades, which also add to the expense of transportation and diminish the rate of compensation under any rule where these elements are not taken into account. I have the gratification to submit herewith tables from a standard authority (see Forney's Catechism of the Locomotive), Willington's tables on the Resistance due to Curves and Grades, which from practical experience on our road has been found to be substantially correct.

OTHER ELEMENTS OF COST AND TRANSPORTATION.

I desire, also, to call the attention of the committee to the fact that the Central Pacific Railroad, like most of its leased lines, is operated under a special difficulty, by reason of the high cost of fuel and water supply. No railroad in the country of anything like the same dimensions is operated under a similar disadvantage. Occupying the great arid expanse between the Rocky Mountain Range and the Pacific Coast, where the forests have been denuded, and where the precipitation of moisture is very slight, potable and usable water is very scarce. For hundreds of miles in the Salt-Lake Basin no water was to be had except that too much impregnated with alkali to be serviceable for locomotives. In consequence it has been necessary to conduct water for long distances to the track for the use of engines and trains. Altogether we must have about 75 miles of water pipes and conduits for this purpose on the main line; and the branch and leased lines are similarly situated in these respects.

A still greater drawback, which should receive due consideration by the committee, is the element of fuel, by far the largest item in expenditure for the operation of the road. No coal of good quality is to be found on or near the line of the Central Pacific Railroad. The nearest available supply is on the shores of Puget Sound, and the coal (not of the very best quality) consumed by our engines costs from $6.50 to $8.50 per ton as against $1 to $1.50 per ton on many of the great railroads of the East. The Chesapeake and Ohio Railway Company, for example, procures the best of steam coal at an average of $1 per ton against $6 per ton for inferior coal from Australia and Puget Sound, used by the Central and Southern Pacific Companies, laid down in San Francisco. Our accounts show a cost for fuel of 19.72 cents per train-mile, or from four to five times as much as is common to roads east of the Mississippi River.

The average cost of coal per ton as charged to the operating expenses for the year ending 1881 was $8.17 per ton, which, as compared with the following-named roads, show the following results:

Per train-mile.	Roads.	Per ton.
3.60	Chesapeake and Ohio	$1 06
4.98	Pennsylvania Central	1 71
6.12	Illinois Central	1 85
7.72	Lake Shore and Michigan Southern	2 73
8.96	Michigan Central	2 39
5.95	Saint Louis and San Francisco	1 93
7.33	Denver and Rio Grande	2 28
6.20	Terre Haute and Indianapolis	1 97
19.72	Central Pacific	8 17

To require companies so situated to transport the same weight of mails for the same amount of compensation under these widely different circumstances, or to allow to the naturally favored roads extra compensation for speed, would be a very great injustice toward the railroads situated on the western half of the continent.

INCREASING WEIGHT AND BULK OF MAILS.

By the act of March 3, 1873, the compensation of railroads was authorized to be rated according to the weight of mails and distance carried; other allowances being made for car space and speed of transmission. While the weight of the mails is certainly one main factor, it is proper to say that at the time of the passage of this act the mail-matter was chiefly confined to letters, newspapers, printed papers, books, seeds, cuttings, &c. Since that time, however, Congress has seen fit to depart from the original design and utility of the Post-Office as a disseminator of intelligence, and to open the mails to the transmission of merchandise. While this has the effect to increase largely the bulk and weight of the mails, it is out of proportion to the pay received. The increased compensation is by no means a remuneration to the company for the loss which results to it from such carriage of this merchandise. The Pacific railroads, by their position, suffer peculiarly from this feature of the law, inasmuch as light and bulky articles now pass through the mails at the highest speed at much less rates than they can be carried in express cars, and in some instances to remote Territories at much less than they can be carried as ordinary freight. The committee will do well to consider the propriety of advising Congress to curtail this privilege so as to bring it within reasonable limits; or, by doubling the rate of postage on merchandise in order to make good the losses which must be sustained by the public Treasury, and which are inflicted, to even a greater extent, upon the railroad companies concerned.

ARBITRARY REQUIREMENTS AND UNREASONABLE DEDUCTIONS.

In respect to both through mails over the main line in postal cars and the lighter mails carried on the lateral and branch and leased lines, I desire emphatically to protest against the feature of the law requiring the railroad companies to carry the mails between the stations and the post-offices. This is no part of their proper duty, which should begin and end when the mails are delivered on the platforms or at the stations. At the same time, I must protest against the right of the Government to impose fines and make deduction for failure to deliver the mails within schedule time, unless the delay is attributable to negligence or default of the company. The railroad companies, for obvious reasons, are as much interested in maintaining the regularity of their passenger service as the Government can be in maintaining regularity for the mails.

I respectfully submit that an examination of these figures, and a consideration of the suggestions which I have made in respect to this matter, must satisfy your committee that as to the aided portion of this road the rates heretofore prescribed by the Postmaster-General for the carriage of mails by this company are very much less than the fair and reasonable rates to which, under the statute and decision already referred to, this company is entitled, as a contract right, to receive from the Government; and I submit that fair and reasonable rates for the service referred to can only be arrived at after making due allowance for all the conditions and requirements affecting the service already mentioned.

As to the non-aided portions and those operated under lease, I hope the committee will see its way clear to treat all roads operated under exceptional difficulties and with great expense, occupying the sparsely-settled and less favored territory west of the 100th meridian of longitude, as a class by themselves, entitled to a special allowance.

Very respectfully, yours,

C. P. HUNTINGTON,
Vice-President.

Hon. RICHARD A. ELMER,
Chairman of Committee on the Revision of the Laws of the Post-Office Department, Washington, D. C.

A.—*Comparative statement of earnings per mile, first-class, sleeping, baggage, express, emigrant, and postal cars, on mail route between San Francisco and Ogden in month of October,* 1882.

Letter.	Number of trips at 834.24 miles per trip.	Total number of trips at 834.24 miles per trip.	Class of cars.	Earnings.		Mileage.		Earnings per mile per car.
				October, 1882.	Per trip.	October, 1882.	Per trip.	
A	228	228	First class	$209,399 92	$918 42	$190,014	$833	$1 10
B	119	347	First class and sleepers	221,401 92	638 05	288,932	833	77
C	82	429	First class, sleepers, and baggage	225,229 04	525 01	357,404	833	63
E	206	206	Emigrant	113,512 02	551 03	171,942	833	66
F	206	635	First class, sleepers, baggage, and emigrant	338,741 06	533 45	529,346	833	64
G	62	62	Postal	27,523 47	443 93	51,507	833	53

A earned 107.5 per cent. more than G.
B earned 45.3 per cent. more than G.
C earned 18.9 per cent. more than G.
E earned 24.5 per cent. more than G.
F earned 20.8 per cent. more than G.

B.—*Comparative statement of earnings per foot of car per mile on mail route between San Francisco and Ogden in month of October,* 1882.

Class of car.	Average length.	Mileage per foot of car.	Earnings.	Earnings per mile per foot of car.
	Feet.			*Cents.*
Passenger	43.88	8,337,814	$209,399 92	2.5114
Sleeper (berth money)	55.78	5,517,646	12,002 00	0.2175
Emigrant	42.19	7,254,233	113,512 02	1.5648
Passenger, sleeper, baggage, and emigrant		23,914,306	338,741 06	1.4165
Postal	56.00	2,884,392	27,523 47	0.9542

C.—*Table showing the resistance of railway curves.*

Degree of curve.	Total resistance in pounds per net ton per 100 feet of track.	Equivalent upgrade in feet per mile for trains 1,000 feet in length.
2	0.140	3.69
4	0.336	8.86
6	0.588	15.52
8	0.896	23.65
10	1.400	36.96

D.—*Table of resistance of railroad trains with different grades and speeds, taken from "Catechism of the Locomotive," by M. N. Forney, same being a fair average of results, determined by recent investigators.*

Rise of gradient, feet per mile.	Resistance due to ascent alone in pounds per ton (2,000 pounds) of train.	Total resistance, pounds per ton, at rate of—											
		5 milesper hour.	10 miles per hour.	15 miles per hour.	20 miles per hour.	25 miles per hour.	30 miles per hour.	35 miles per hour.	40 miles per hour.	45 miles per hour.	50 miles per hour.	60 miles per hour.	70 miles per hour.
0	.....	6.1	6.6	7.3	8.3	9.6	11.2	13.1	15.3	17.8	20.6	27.0	34.6
5	1.8	7.9	8.4	9.1	10.1	11.4	13.0	14.9	17.1	19.6	22.4	28.8	36.4
10	3.7	9.8	10.3	11.0	12.0	13.4	14.9	16.8	19.0	21.5	24.3	30.7	38.3
15	5.6	11.7	12.2	12.9	13.9	15.2	16.8	18.7	21.9	23.4	26.2	32.6	41.2
20	7.5	13.6	14.1	14.8	15.8	17.1	18.7	20.6	22.8	25.3	28.1	34.5	42.1
25	9.4	15.5	16.0	16.7	17.7	19.0	20.6	22.5	24.7	27.2	30.0	36.4	45.0
30	11.3	17.4	17.9	18.6	19.6	21.9	22.5	24.4	26.6	29.1	31.9	38.3	45.9
35	13.2	19.3	19.8	20.5	21.5	22.8	24.4	26.3	28.5	31.0	33.8	40.2	47.8
40	15.1	21.2	21.7	22.4	23.4	24.7	26.3	28.2	30.4	32.9	35.7	42.1	49.7
45	17.0	23.1	23.6	24.3	25.3	26.6	28.2	30.1	32.3	34.8	37.6	44.0	51.6
50	18.9	25.0	25.5	26.2	27.2	28.5	30.1	32.0	34.2	36.7	39.5	45.9	53.5
60	22.7	28.8	29.3	30.0	31.0	32.3	33.9	35.8	38.0	40.5	43.5	49.9	57.5
70	26.5	32.6	33.1	33.8	34.8	36.1	37.7	39.6	41.8	44.3	47.1	54.5	61.1
80	30.3	36.4	36.9	37.6	38.6	39.9	41.5	42.4	45.6	47.1	50.9	57.3	63.9
90	34.0	40.1	40.6	41.3	42.3	43.6	45.2	47.1	49.3	51.8	54.6	61.0	68.6
100	37.8	43.9	44.4	45.1	46.1	47.4	49.0	50.9	50.1	55.6	58.4	64.8	73.4
110	41.6	47.7	48.2	48.9	49.9	51.2	52.8	54.7	56.9	59.4	62.2	68.6	76.2
120	45.4	51.5	52.0	52.7	53.7	55.0	56.6	58.5	60.7	63.2	66.0	72.4	80.0

E.—*Table of resistance per ton of engine, tender, and train at various speeds and on various ascending grades, measured by tractive force at the rails.*

[Conditions: Straight road, in good repair. Average side wind. Engine and train in good order.]

Miles per hour.	On a level.	On ascending grades, per mile.										
		10 feet.	20 feet.	30 feet.	40 feet.	50 feet.	60 feet.	70 feet.	80 feet.	90 feet.	100 feet.	116 feet.
10	8, 584	12, 814	17, 044	21, 074	25, 504	29, 734	33, 964	38, 194	42, 424	46, 654	50, 884	57, 642
15	9, 315	13, 545	17, 775	22, 005	26, 235	30, 465	34, 695	38, 925	43, 155	47, 385	51, 615	58, 373
20	10, 339	14, 569	18, 799	23, 029	27, 259	31, 489	35, 719	39, 949	44, 179	48, 409	52, 639	59, 397
25	11, 655	15, 885	20, 115	24, 345	28, 575	32, 805	37, 035	41, 265	45, 495	49, 725	53, 955	60, 713
30	13, 263	17, 493	21, 723	25, 953	30, 183	34, 413	38, 643	42, 873	47, 103	51, 333	55, 563	62, 321
35	15, 163	19, 393	23, 623	27, 853	32, 083	36, 313	40, 513	44, 773	49, 003	53, 233	57, 463	64, 221
40	17, 356	21, 586	25, 816	30, 046	34, 276	38, 506	42, 736	46, 966	51, 196	55, 426	59, 656	66, 414
50	22, 619	26, 849	31, 079	35, 309	39, 539	43, 769	47, 999	52, 229	56, 459	60, 689	64, 919	71, 677
60	29, 052	33, 282	37, 512	41, 742	45, 972	50, 202	54, 432	58, 662	62, 892	67, 122	71, 352	78, 110

[Office Central Pacific Railroad Company, No. 23 Broad street. C. P. Huntington, vice-president.]

NEW YORK, *November* 3, 1883.

DEAR SIR: Your recent circular-letter, addressed to General Manager A. N. Towne, of this railroad company, on the subject of the "revision of the laws governing railroad mail transportation," has been by him referred to me for attention.

Finding that the original circular of the committee was being considered by myself on behalf of the Southern Pacific Railroad Company, and by Mr. Towne on behalf of the Central Pacific Railroad Company, I had the pleasure to address you, as chairman on the 31st of May, a letter of several pages on the subject, and which embraces the joint views of Mr. Towne and myself as being applicable to both systems of roads, and may be taken as the reply to your respective invitations. If the committee has not received or retained that communication, I will have a copy forwarded promptly upon notice to that effect.

In this connection I desire to call the attention of the committee to the views submitted by General Manager C. W. Smith, on behalf of the Chesapeake and Ohio, and touching the methods of arriving at the compensation of railroads in general for all parts of the country, forwarded to you on October 15, which is in the main applicable to the Central and Southern Pacific Railroad Companies also.

Very respectfully, yours,

C. P. HUNTINGTON,
Vice-President.

Hon. RICHARD A. ELMER,
Chairman Committee on Revision of Postal Transportation Laws, Post-Office Department, Washington, D. C.

[Cheraw and Darlington and Cheraw and Salisbury Railroads. President's office. B. D. Townsend, president.]

SOCIETY HILL, S. C., *March* 31, 1883.

SIR: Replying to your letter of 27th instant, respecting the compensation to railroad companies for carrying the mails, I beg to say that while the present basis for fixing the rate of compensation seems to me objectionable in some respects, I am not prepared to suggest a better plan, one that would be more just and equitable to the Department and to the railroads. It seems to me a hardship on the less important roads to have to provide suitable and prescribed accommodations for daily mails (and an agent to accompany them) weighing only some two or three hundred pounds at a very small fixed rate, when it would be just as easy for the road to carry three or four times the weight, and in that event be entitled to double the compensation they now get for carrying the lighter mails. In other words, it puts the short roads on the side lines at a disadvantage with the longer roads on main through direct lines, because the short roads on side lines can just as easily, if it were supplied, haul 1,000 pounds of mail matter as 200 pounds, because in providing to haul the smaller amount accommodations are necessarily provided for the larger amount.

I think it decidedly better for the Department to employ its own agents to deliver the mails on the trains, and to receive and deliver them at the post-offices along the line and at each end of the roads. It is done now for the most part, and I think it would be better to do it in all cases without exception.

One other improvement is respectfully suggested. It is customary with all railroads, I think, to put everything on a *cash* basis and to settle with their employés monthly. Why, then, should the Department require them to wait three months for the compensation due for carrying the mails?

In the early history of the Post-Office Department there were reasons, perhaps, sufficient for making payment to contractors for carrying the mails quarterly. But these reasons do not exist now, and whilst it would certainly be *convenient* for contractors, especially railroad contracters, to get their compensation monthly, surely it would be just as convenient for the Department to pay monthly. The effect of the present arrangement is for the Post-office Department to require three months' time or credit for services which are rendered on a cash basis every day.

Very respectfully,

B. D. TOWNSEND,
President Cheraw and Salisbury Railroad.

Hon. RICH'D A. ELMER,
Second Assistant Postmaster-General.

CHESAPEAKE AND OHIO RAILWAY COMPANY,
OFFICE OF GENERAL MANAGER,
Richmond, Va., October 15, 1883.

DEAR SIR: Responding to your favor of March 31 last—

The whole subject of railway mail transportation was so thoroughly discussed before the "Hubbard" committee in 1876 and 1877, that I feel there is but little that is new to be said on the subject, but as it is your desire to have a general expression from the railway managers, I will endeavor to express my views as briefly as possible—

That the present law regulating the transportation of mails by rail, if not a failure, is conceded by all parties concerned to be decidedly unsatisfactory, but just what should be substituted for it seems to be a difficult question to decide. The principal objections to the present law are, in my opinion—

First. That it is not equitable in its effect, inasmuch as it pays to the railway no more for service performed on a number of trains each way over the road daily than for the same amount of service on a single train each way daily—when it is a well-established fact, not only with railways, but with business enterprises in general, that it costs more to perform a certain amount of work at different times than to do the same service at one time. This principle is recognized in all commercial business, as illustrated in the difference in profits charged as between the wholesale and retail merchant, and because it pays all railways alike without regard to their location, character of construction, or cost of operating, when it is clearly to be seen that what would be a fair compensation to one railway located in a part of the country where labor is plenty, materials cheap, and the topography favorable to light work, easy grades, and long tangents, &c., would probably lack a considerable from paying the cost of performing the service on another road furnishing same facilities, but located in another part of the country where labor is scarce, materials expensive, and the topography such as to require heavy construction work, heavy grades, innumerable curves, frequent cuts and fills, and also costly tunnels.

Second. It pretends to fix the compensation to be paid for the transportation on the average weights of mails carried, and yet provides for but one weighing, and that to be done at the commencement of the term, which average weights must govern the rate of compensation for service performed by the railway company during the entire term of four years, notwithstanding the fact that there is a natural increase in the weights of mails carried of about 10 per cent. each year, thus compelling the carrier to perform a very considerable part of the service free or without compensation. Then, again, it places such weighing exclusively in the hands of the Department, and gives the railways no opportunity whatever of verifying the correctness of the weights; besides this the weighing is required to be made for but thirty days, which short period certainly cannot give a fair average even for the year in which the weighing takes place, for the reason that the traffic of a railroad varies each month in the year; consequently the result to the carrier must be that it is in fact either over or underpaid, even for that particular year, according to whether the weighing was made when the traffic was at its maximum or minimum quantity, or above or below the true average, it being impossible to find any one month that will show an exact average of the traffic for the year. And further it leaves it entirely optional with the Department as to what month in the year this weighing shall be made, and as the routing of mails can be changed at its pleasure to a material extent, places it wholly in the power of the Department to increase or decrease the compensation of any particular railroad by diverting mails to or from such railway during the weighing that otherwise would not pass over it, as the case might be.

It gives the railroads no voice whatever in the matter of readjustment in case of a material change of conditions during said term of four years, that is to say, in the event of opening up of new connections or by other causes, the service over a particular route is largely increased, the railroad operating said route or performing such additional service can only secure compensation for such increased service at the option of the Department, and in case the Department for any reason fails o order a readjustment at the commencement of such increased service, the railroad company performing the service cannot have compensation for the time elapsing until such order is issued; in other words, the railroad company is compelled to suffer for neglect on the part of the Department.

Third. It requires certain facilities in the way of compartment cars that are not taxed to their maximum capacity, and for which the railways do not, therefore, receive adequate compensation.

Fourth. It requires that the employés of the Department shall be carried free, without releasing the railway company from liability to such employés for damages in case of accidental injuries that they may receive while traveling on such free transportation.

Fifth. It requires the delivery of the mails to and from the post-offices along the route to be made by the railways, a service for which they receive no compensation, either by allowance in mileage or otherwise, which is equally as unjust as it would be to require the railroads to provide, without compensation, postmasters at such stations.

The Department undoubtedly should have the right to prescribe any rules that are necessary for the proper and safe transportation of the mails, but beyond that the handling by rail should be governed by the rules of the railways in the same manner as other traffic is handled, and if any special services or facilities are required they should be made a matter of special agreement between the Department and the railways.

On general principles, I believe that the matter of compensation for the transportation of mails by rail should be fixed by mutual agreement, or by arbitration when agreement fails. In my opinion, Congress has no more right to say what the railways shall charge the Government for the transportation of mails than it has to fix the rates that shall be charged for the transportation of merchandise for the general public, or the price at which the merchant shall sell his merchandise which may be transported by rail. In its dealings with railroads, as with individuals, I believe that the Department should treat and be treated the same as an individual. It should not expect to get service from the railroads for less than is paid by individuals for the same or similar service, and it should not be expected to pay more than an individual would be required to pay for the same or similar service.

As to the proper basis of compensation for postal service, I am inclined to the opinion that the Department should pay the cost of fitting up the special cars or apartments, or an annual rental on such cars that would be a fair compensation to the railway for incurring the expense of such special fitting up. Then it should pay for the transportation of the mails in such cars or apartments at an agreed rate per lineal car-foot of space, based on the maximum capacity of such car or apartment.

For mails carried in baggage cars it should pay an agreed rate per 100 pounds or per package, and where such mails are accompanied by Department messengers it should also pay for the transportation of such messengers. Where mails are carried in postal or apartment cars, and the Department pays for the maximum capacity of such cars or apartments, the railway post-office clerks in charge of such mails should be carried free, but the Department should release the railroad company from all liability on account of accidental injury to such clerks. All other employés should pay fare. If the Department required any other facilities, such as storage room at the terminal or intermediate stations, or labor handling the mails, it should pay a fair and reasonable price for such facilities.

I do not think it is possible, even admitting the right of Congress to fix such rates, that uniform rates could be made equitable to all roads; the conditions are so totally unlike on different roads. The cost of operating cannot be a fair basis, for the reason that this cost varies so largely, even on the same road, according to the amount expended for what is known in railroad parlance as "renewals." To explain more clearly, perhaps I had better state that it is the general custom with railroads to charge only to the construction account such expenditures as add to the value of the original plant, and therefore when the rails and ties wear out and have to be replaced with new ones, or locomotives and cars are worn out or broken up and new ones must be purchased to take their places, the cost of the new rails, ties, locomotives, or cars is charged to operating expenses, and therefore the cost of operating will be more or less, according to the amount of such renewals that are required to be made during the month or year. Besides, it would be unfair to expect the Department to pay for extravagant management, or that the railroads should not profit by economical management.

The earnings from other traffic per train or car mile could not be a fair basis, except, perhaps, on old established roads where there is no probability of new connections to increase or new competition to decrease the earnings from such traffic; and where the traffic is so uniform that the trains can be worked to their full capacity in both directions, it might be possible to get a fair average rate by combining the results of several years; but even then it would be necessary to take into consideration the general condition of the crops, the plentifulness or scarcity of money, the effects of competition, &c. But for the majority of railroads this basis, as I have said, could no tbe fair, for the reason that the trains are not, and cannot be, always worked to their maximum capacity; and with new roads especially, or roads that are extending or developing, it is frequently necessary to meet certain competition which must be met to establish its rights or position, or to protect certain industries along its line of road, to run trains which of themselves do not bring in sufficient revenue to pay the actual expense of running them. Possibly a train with a maximum earning capacity of $6 per train-mile under such circumstances would not earn that many cents. Or it may be—as is frequently the case—that extremely low and comparatively unprofitable rates must be given to foster and encourage new enterprises along the line of a railroad, which is done with the expectancy of securing better rates from them afterwards, when they have grown self-sustaining; or, to induce emigration and settle up the country adjacent to its line, a railroad may make extremely low and unprofitable passenger rates, expecting its reward in the large amount of local travel it would receive in the future from such settlers, besides the revenue from freight they would naturally bring to the road; all of which would, more or less, affect the average earnings per train-mile for any one month or year.

As the Department gets the full benefit of any and all increase in the mail traffic, it should, therefore, pay for the maximum space it requires, upon the same principle that parties requiring exclusive use of a car for their freight, no matter how small the quantity, are expected to pay car-load rates—that is, for the capacity of the car; or individuals, or small parties of individuals, requiring the exclusive use of a passenger car, are expected to pay for a sufficient number of fares to represent the earning capacity of such car. This leads me to suggest that, perhaps, the fairest basis of pay for postal service would be the minimum earning capacity of a passenger car, as agreed upon by the principal railroads for the basis of charter to small parties as above—that is, 18 full fares, which, at the local passenger rates of this company, 3⅛ cents per mile, would be 56¼ cents per car-mile, or 1¼ cents per car-foot mile (average length of passenger cars 45 feet). This basis would virtually place the compensation for postal service upon the local passenger rates charged by each railroad, and I believe would, as nearly as any uniform basis could, give general satisfaction. By postal service I mean, of course, mails transported in postal or apartment cars. By this method of compensation the Department would only pay for just what service it received, and the railroads would be sure to get pay for what service they performed.

As to the effect that it would have on the expenses of the Department, I, of course, cannot even approximate with any degree of accuracy, but I do not believe that that is a question to be considered in solving the problem, as I understand it is not a question of how economically the Department can be operated, but what compensation the railroads are entitled to, and I believe that the matter should be discussed and decided entirly on its merit, without regard to the effect on the railroads or the expenses of the Department It is natural that the officials of the Department should desire to see economy in its operation, and that they should also desire to make the Department at least self-sustaining, but they must remember that in one respect, if no other, the postal service is like any private enterprise. No matter how economically it is worked, it must have a revenue per unit of work performed equal to the cost of such work to make it self-sustaining. This is a self-evident proposition, but one that in its demonstration has brought sorrow to a large number of investors in railroad properties. And, as I find from the Postmaster-General's Report that it cost nearly thirty cents for every pound of mail matter handled during the year 1882, the revenue from which was but about thirty-one cents per pound, leaving a margin of profit of but one cent a pound, I cannot understand how it can be expected to make the service self-sustaining now that the reduction in postage on first-class matter has gone into effect, as it appears that had this reduction been applied to the work in 1882 it would have reduced the revenue over five cents per pound, leaving a deficiency of four cents per pound, or a total deficiency of over five million dollars instead of a profit, as was the case.

I beg to assure you that I do not refer to these matters in a spirit of criticism, or because I believe it was unwise on the part of the honorable Postmaster-General in recommending, as he did, the reduction in postage; on the contrary, I am pleased to say I believe that he acted wisely, and that his effort to give the public cheap postage was a movement in the right direction, but merely for the reason that I noticed in looking over the statistics and statements furnished the postal commission of 1876 and 1877 that there appeared to be a disposition on the part of the Department officials to consider too largely the effect on the expenses of the Department of the changes then suggested in the basis of compensation for railway mail transportation.

In conclusion, I would respectfully call your attention to some statistics which I have drawn from the Postmaster-General's Report and the report of the postal commission of 1876 and 1877, showing the comparative value and cost of railway mail service as compared with service of the star and steamboat routes, from which it appears that of the total mails handled about 84½ per cent. are handled by railroads and only 15½ per cent. by star and steamboat routes, while of the total compensation during the year 1882 the railroads received but $11,971,026.05, or not quite 66 per cent., while the star and steamboat routes received $6,267,971.09, or over 34 per cent.

The average revenue from each ton of mail carried one mile during the year 1882 was 61½ cents. The total expenses of the Department were $40,039,634.75, of which, perhaps, $30,522,849.42 may be considered as chargeable to the mails carried by the railroads, showing that the average cost per ton per mile for handling such mails was but about 53 cents, while the average cost per ton per mile for handling mails by star and steamboat routes was over 90 cents. Therefore, it would seem that while the Department made a profit of 8½ cents on every ton of mail transported one mile over its railway routes, or a total profit on mails so transported during the year 1882 of $4,891,827.01, it lost on every ton of mail transported by star and steamboat routes 28½ cents, a total loss on all mails so transported during the year 1882 of $3,006,641.70. As to the value of the mail traffic to the railroads, I can only speak for our own company; and our experience is, perhaps, best illustrated by a statement of the facts connected with service on our route, 11005, between Newport News, Va., and Ashland, Ky.

To perform the service required on this route we are required to furnish one apartment car each way daily, or an average of 626 cars over the whole length of the route each year. As the average length of these apartments is 18 feet, it will readily be seen that we are required to furnish 5,746,680 miles of lineal car-foot space each year for regular service (626 by 18 by 510 miles). Besides this we are required during the months of July, August, and September each year to furnish additional car-space for a second daily line of apartment-car service between Richmond and White Sulphur, W. Va., aggregating 653,760 miles of lineal car-foot space (160 by 18 by 227 miles), making a total of 6,382,440 miles of lineal car-foot space which we are required to furnish each year, for which service we received but $54,089.29, while the same amount of car-space would pay us at our regular first-class local freight rates 3 cents per ton per mile, estimating that 1 foot of car-space would accommodate six-tenths of a ton of freight upon the basis that a freight-car 33 feet long will carry 20 tons of freight, $114,883.92, or more than double what we received from the mail traffic, to say nothing of the large amount of mails that was carried in our baggage-cars that is not considered in these calculations.

To illustrate the injustice of the present method of compensation to railroads, I would respectfully call your attention to the facts developed by a weighing of mails on this same route (11005, between Newport News, Va., and Ashland, Ky.) in August, 1882, when it was found that the mails had increased over 100 per cent. within six months as the result of connections opened up to this route during the intervening period, and yet our compensation was only increased 10 per cent.

Yours, very respectfully,

C. W. SMITH,
General Manager.

Hon. R. A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

TREASURER'S OFFICE, 53 DEVONSHIRE STREET,
Boston, Mass., May 1, 1883

SIR: I beg to acknowledge the receipt of your communication of date March 29, asking my views as to compensation to railroad companies for transportation of mails, &c., and to inclose herewith reply of the general manager to my letter requesting the information desired, which I trust satisfactorily covers the points suggested in your letter.

I am, very respectfully,

WM. A. RUSSELL,
President Cheshire Railroad.

Hon. RICHARD A. ELMER,
Chairman, &c., Post-Office Department.

[Cheshire Railroad Company. Office of general manager. R. Stewart, general manager.]

KEENE, N. H., *April* 19, 1883.

DEAR SIR: Absence and a press of business have delayed my reply to your favor of 31st ultimo, referring to questions asked by Richard A. Elmer, chairman of committee on revision of laws governing postal transportation, in his letter to you of March 29.

I am somewhat puzzled to know how to answer his questions.

First, "As to the proper basis of compensation," &c., I reply: I think by weight of mails, with proper allowance for amount of business. For instance, a road being obliged to run the same kind of a car and carry the same number of messengers or clerks for a *small* amount of mail per train or day should be paid more per pound than a road carrying a *larger* weight by same facilities.

Second, "As to rate of compensation," &c., I reply: That should be governed by circumstances which may arise by comparison. Perhaps here I might say something of our present compensation, although I do not know just howthe United States Post-Office Department fixed our rates, as we had no voice in the matter. We are receiving $9,104.30 per annum, which is $141.08 per mile, and we pay the side service, where the mails are carried 80 rods or less, and at terminals, amounting to $367 for Cheshire Railroad, and we furnish a compartment in car 25 3/4 feet long, and 9 1/2 feet wide, with as full a complement of boxes, shelves, &c., for assorting and distributing the mails as roads which get pay for extra postal services, only that we do not use the whole length of the car. As to comparison with other business, we receive $15,000 for express, with a much less expensive car, and for passengers, the average number carried for a half car, our fares would amount to about $19,000; so that I think our compensation for mails is too small, and I think in arranging new contracts it would be better for the Post-Office Department to pay and control all the side service.

Yours, very truly,

R. STEWART,
General Manager.

P. S.—We run three trains each way per day through the year, and carry mails on every train. We furnish postal cars on but one train each way, but our baggage-men handle and care for the mail-bags on the four local trains (two each way).

Yours, R. S.

We receive for Monadnock Railroad $767.34, or $46.17 per mile.

Hon. WM. A. RUSSELL, *President, &c.*

[Chicago, Burlington and Quincy Railroad Company. T. J. Potter, third vice-president and general manager.]

CHICAGO, ILL., *November* 3, 1883.

DEAR SIR: I have received and have carefully noted yours of March 29, together with your circular of March 10, bearing upon the revision of laws governing postal transportation by railroads.

Answering your interrogatories—

(1.) I do not know of a more equitable basis upon which to compute compensation for carrying the mails than the one you now have in practice, to wit, to pay for the actual service performed. Such method is the basis of computation for all of our revenue from traffic.

(2.) Our compensation for carrying pouch-mail is low, compared with the charges for carrying a similar class of express matter at same rate of speed. While we have felt that the revenue from carrying mails did not afford its proportion of net revenue necessary to pay interest upon the money expended in the construction and equipment of our road, yet, considering the widespread benefits of cheap service, we have thought it advisable not to complain of inadequate compensation.

On the Route No. 27005, where a deduction is made on account of land grant, we consider that the rate on pouch-mail is hardly equal to the cost of carrying the same. When we consider, however, the additional compensation allowed for furnishing and running postal cars, it is by no means equal to the increased cost of doing the business. The mails handled on the trains running postal cars, if in the shape of pouch-mail, would not occupy on an average more than one-third of a car of the same length. The other two-thirds of the car-length is what is covered by the extra compensation.

On Route No. 27005, for instance, a new line of 40-feet postal cars was recently ordered by the Department, for which we receive $25 per mile of road per year, or on the basis of 313 working days, equals 8 cents per day for a line of cars each way one mile, or an average rate per car-mile of 4 cents. This is the revenue for hauling the two-thirds additional length. Our total earnings per car mile in passenger trains are 28 cents, on basis of 1882 figures. To equalize the revenue for the additional car-length in postal cars, we should receive 18 cents per mile, or say $125 per mile of road per year, instead of $25. The compensation received for hauling the additional two-thirds car-length is only about one-half the actual cost of transportation.

The word "cost," where used above, means simply the working expenses of the company. The actual cost is much greater, being made up of the working expenses and interest on the money borrowed and invested in the road.

Yours, truly,

T. J. POTTER.

RICHARD A. ELMER, Esq.,
Second Assistant Postmaster-General, Washington, D. C.

OMAHA, NEBR., *May* 3, 1883.

DEAR SIR: I have yours of the 4th ultimo, transmitting papers herewith attached relative to compensation for railway mail service.

A careful consideration of the figures bearing upon the matter makes the following showing:

For the month of January, 1883, the cost to us of mail service on the B. and M. and O. and S. W.—that is, on Route No. 34002, Plattsmouth to Kearney (Burlington and Missouri), No. 34004, Omaha to Oreapolis (Omaha and Southwestern), No. 34006, Crete to Beatrice (Omaha and South-Western)—was $3,075.89.

Our compensation for this service was:

Route 34002	$2,440 63
34004	188 36
34006	181 33
Total	2,810 32
Route 33012—A. & N., Atchison to Lincoln:	
Cost	964 82
Compensation	902 95
Route 34009—R. V., Hastings to Culbertson:	
Cost	913 14
Compensation	908 61

As a matter of fact, these figures show that we do not receive from the United States Government for carrying the mail what the service costs us.

In establishing the basis of compensation on Western railway mail routes, it must be remembered that it costs more to do this work here than east of the Missouri River, owing to the smaller return to railroad companies from their passenger business, and the additional cost of train-service, due to higher wages and greater cost of fuel. It seems to me that the fairest basis for compensation would be one determined by the actual cost of service, to which should be added enough to give a fair profit on the cost.

West of the Missouri River, owing to the smaller volume of business carried and greater cost of transportation, the rates for carrying both passenger and freight business are higher than east of the river, and I think it is but just that this rule should hold good for mail service.

Yours, respectfully,

G. W. HOLDREGE.

T. J. POTTER, Esq.,
Third Vice-President and General Manager, Chicago, Ill.

[Cincinnati, Hamilton and Dayton, Dayton and Michigan, Cincinnati, Richmond and Chicago, and Cincinnati, Hamilton and Indianapolis Railroad Companies. Office of the general superintendent, George T. Griscom.]

CINCINNATI, OHIO, *July* 12, 1883.

DEAR SIR: Your letter of March 9th last to Mr. H. J. Jewett, president of this company, is referred to me by Mr. C. C. Waite, vice-president. I find upon inquiry that the subject has been so exhaustively treated, not only by Mr. Jewett himself, but by all the other leading railroad men in the country before the commission of 1876–'77, that I scarcely believe I can throw any further light on the subject. I will say briefly, however, that I think, in a general way, that the pay should be based upon space and speed.

Very truly, yours,

GEO. S. GRISCOM,
General Superintendent.

R. A. ELMER, Esq.,
Second Assistant Postmaster-General, Washington, D. C.

[Cincinnati, Indianapolis, Saint Louis and Chicago Railway Company. Office of president. M. E. Ingalls, president.]

CINCINNATI, OHIO, *April* 9, 1883.

DEAR SIR: Yours of the 30th ultimo has not been answered sooner on account of sickness.

It seems to me the Department should pay by weight where the mails are carried in pouches in a baggage-car without any messenger.

If a special space is furnished in a baggage-car, then both weight and space should govern. If a special car is furnished, it seems to me that space and speed should govern.

I have never criticised the pay made by the Department until the weights became so heavy as to require a special car. This, then, has to be hauled on fastest trains, and the compensation is less than is paid for like service by any other business. If I had the time I could enlarge on this matter to almost any extent, but I have no doubt you understand the matter fully as well, or better, than I do.

If I can give you any facts, however, hereafter about the matter, do not hesitate to call on me.

Yours truly,

M. E. INGALLS,
President.

Hon. R. A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

COMPENSATION FOR CARRYING MAILS.

[Cincinnati, New Orleans and Texas Pacific Railway Company (Cincinnati Southern Railway). Office president and general manager. John Scott, president and general manager.]

CINCINNATI, OHIO, *November* 3, 1883.

DEAR SIR: With reference to your letters of March 26th last and 10th October I beg to state that at a meeting of Southern managers held in New York on the 18th April, 1883, to investigate the question of transporting United States mails, a committee was appointed to investigate and report on this matter. This committee did report on the 17th July last, and I beg to say that the views held by the management of the roads forming this company's system are in accord with the opinions expressed by the committee previously alluded to.

Yours truly,

JOHN SCOTT,
President and General Manager.

Hon. R. A. ELMER,
Chairman, Washington, D. C.

[The Cincinnati, Van Wert and Michigan Railroad Company. Office of the superintendent.]

VAN WERT, OHIO, *April* 16, 1883.

DEAR SIR: Your letter of March 29th is at hand; it was mislaid, or would have been answered sooner. Mails are the equivalent of express freight of the highest class. Mail agents are passengers. If mails and agents require more room than ordinary passengers and freight of the same class the extra space should be paid for.

Upon this basis the rate of compensation can be readily determined.

Yours, very truly,

E. C. DAWES,
Superintendent C. V. W. & M. R. R.

RICHARD A. ELMER,
Second Assistant Postmaster-General.

[The Clarksburg, Weston and Glenville Railroad and Transportation Company. Dr. A. H. Kunst, president; M. W. Harrison, treasurer; E. M. Vanderwort, general agent.]

WESTON, W. VA., *October* 31, 1883.

SIR: In response to your circular respecting "a more complete system of gauging the rates of pay for carrying mails on railroad routes," I feel some delicacy in offering any suggestians, as the road of which I am president is a short line. However, permit me to say, that I think there is an inequality in the rates of pay over short-line roads compared with trunk lines; for example, a road of 25 miles length is allowed only the same proportionable rate per mile, per annum, as a road of 200 or more miles for the same service. As you are doubtless aware it does not increase the expense very much more to run a postal car 100 miles when in train, than it does to run one 25 miles, consequently, I think it would be but just to discriminate in favor of or increase the pay for mails on short lines, and I sincerely hope your honorable committee will give this matter due consideration.

Very respectfully yours,

A. H. KUNST, *President.*

Hon. R. A. ELMER,
Chairman, Washington, D. C.

[Clinton and Port Hudson Railroad. Pipes & Lyons.]

CLINTON, LA., *April* 12, 1883.

DEAR SIR: We are in receipt of your favor of the 29th ultimo, with accompanying circular from the Postmaster-General, in reference to gauging the rates of pay for carrying the United States mails on railroad routes.

The railroad which we own, running from this place to Port Hickey, on the Mississippi River, is only 22 miles in length, and any suggestions which might emanate from us on the subject would be mostly theoretical, as our experience is limited. As, however, we presume that most of the views elicited from railroad men will be more or less colored by interest, we beg to say a word for short-line roads in matter of compensation.

We presume that the basis of compensation for the services mentioned, are naturally, distance, amount (weight of mail), and expedition. How to proportion these factors would seem to us a work of great nicety, requiring a great accumulation of facts and figures, which can alone be gathered by your Department. For us to attempt a formula for use by you would be but an impudent guessing, of which you could make no possible use, and from which no one could receive any benefit. There is, however, another factor which enters, or should enter, largely into the computation in fixing compensation for these services; and that is the additional trouble and expense required by the mail service; we mean by this, the actual cost in money, trouble, and responsibility of carrying the mail, and which would not be incurred if the mail were not transported by the railroad.

This cost it seems to us is much greater comparatively on short than on longer routes. For instance, a man whose duty it is to attend to and guard the mail must be employed regularly, *i. e.*, by the month or year; one can attend to such duty on a 100-mile road as well as a 20-mile road. Again, on short local roads during the dull season with us, in summer, except for the daily mail service, tri-weekly trips would transport all the freight and accommodate all the travel, and for several months in the year we run three trains a week for the sole purpose of carrying the mail. Our compensation is $45 a mile per annum, something less than $1,000. These extra trips cost about one-half that amount.

Again, the general expense of all short-line roads is comparatively (per mile and business) greater than longer lines, that is, in proportion to the business done, and consequently it has become necessary on such lines to exact greater rates and fares per mile than would be profitable to longer lines, in order to pay expenses. In other words, having heavy expenses and little to do they must be paid more proportionately than those whose expenses are not much greater and who have much to do. For these reasons and some of minor consideration we think that in making up a computation of compensation the mileage factor should be subdivided; and there should be a discrimination in favor of roads under a certain length, say 30, 40, 50, or 100 miles. Or, carrying the discrimination even to a greater nicety, provide favorably (*ceteris paribus*) for shorter lines.

We are very respectfully, your obedient servants,

PIPES & LYONS.

Hon. R. A. ELMER,
Washington, D. C.

[Connotton Valley Railway. General manager's Office. Samuel Briggs, general manager.]

CANTON, OHIO, *April* 3, 1883.

DEAR SIR: In reply to your communication of the 30th of March, would say that I see no reason to demur to the present system of regulating the postal transportation on our line, that is, by weighing the mails occasionally and making contract for a certain period of time, based on the weight as ascertained by such weighing. I think this arrangement is equitable as between the Postal Department and the railway company; at least that is my experience on the Valley Railway and this line.

Yours, truly,

SAM'L BRIGGS,
General Manager.

R. A. ELMER, Esq.,
Chairman Committee on Revision of Laws Governing Postal Transportation by Railways.

[Danbury and Norwalk Railroad. Superintendent's office.]

SOUTH NORWALK, CONN., *October* 31, 1883.

MY DEAR SIR: Referring to subject of your circular of October 10, this company feel as though the compensation for carrying the mails on this line is too small for the service rendered. Our main line is 27 miles, with 11 intermediate stations. We run a mail-car on two trains daily, each way, and pouches are carried on 3 other trains. To accommodate the manufactory interest of Danbury and Bethel, we hold our night freight in order to get a through mail from New York and points east, thus delivering the 10 p. m. mail from New York in Danbury and Bethel the same night.

If our line was longer we should get much more pay, with no more expense or trouble; and I think a short line like ours should not be paid in proportion to long roads. With the two branches we have 37 miles, and are carrying mail on every regular train, including two Sunday trains.

The space occupied by Adams Express Company is no more and much less trouble to do the business for them, for which we receive $4,500, and they have the use of but two trains each way for the six secular days of the week.

I hope you will look into this matter. and trust that it may be your good judgment to grant us increased compensation.

Yours, respectfully,

L. W. SANDIFORTH,
General Superintendent.

RICHARD A. ELMER, Esq.,
Washington, D. C.

[Delaware and Hudson Canal Company, Albany and Susquehanna, Renssalaer and Saratoga, New York and Canada Railroads. President's office.]

NEW YORK, *April* 10, 1883.

DEAR SIR: In reply to your favor of the 30th ultimo, I beg to say as to your first inquiry that the basis for compensation for postal service should, in my judgment, be graduated by the space used and facilities furnished, as the present method of weighing bears heavily upon lines where the mails are light.

To your second inquiry I can only say that I am not prepared to give an opinion as to what the rate or rates of compensation should be—indeed, I doubt whether any uniform rule can be adopted that would be fair and just—the conditions are so varying. Take as an example our own lines. We reach nearly all the pleasure routes in New York and New England, the result being that in the summer months our mail service is very heavy while in the fall and winter they are comparatively light.

Very truly, yours,

THOS. DICKSON,
President.

RICHARD A. ELMER, Esq.,
Chairman, &c.

[The Delaware, Lackawanna and Western Railroad Company.]

TRANSPORTATION DEPARTMENT, SUPERINTENDENT'S OFFICE,
Hoboken, N. J., October 23, 1883.

DEAR SIR: In response to yours of the 10th instant, inviting us to lay before your committee any information on the subject of railway transportation "as affecting the proper rates of pay for carrying the United States mails," we have something to say, or rather we have complaints to make, which we hope will receive the attention of your committee.

We beg to direct your notice to the compensation awarded for carrying mails on trains that are not mail trains, and where the mail service is performed by the employés of the company.

(1.) Route 7014, Chester Railroad, between Dover, N. J., and Chester, N. J.; distance 13 miles; two mails per day each way; amount paid us per annum, $595.93, from which must be deducted $150 per annum which we pay for having the mail carried between the station and post-office at Chester, leaving $445.93 for this service.

On this branch road there are six stations, and at four of these we carry the mails between the stations and the post-office.

(2.) Route 7036, Passaic and Delaware Railroad, between Summit, N. J., and Bernardsville, N. J.; distance 15 miles; two mails per day each way; amount paid per year, $629.28.

On this line there are ten stations; at all but three of them our employés carry the mails, excepting one, Millington, about which I will say something further on.

(3.) Route 7027, Newark and Bloomfield Railroad, between Newark, N. J., and Montclair, N. J.; distance 6 miles; amount paid per year, $309.92; paid by the company for carrying mails between Newark station and post-office, $281.70, leaving $28.22 for this service.

On this branch there are six stations, and at four of them our employés carry the mails between the station and post-office.

In the cases cited above you cannot fail to observe that the compensation is wholly inadequate to the service performed. We would also ask your attention to the great injustice of compelling railroad companies to carry the mails between stations and post-offices at points where no railroad agent or other person is employed by the railroad company.

At three stations we are obliged to employ men to perform the mail service where no agent is employed, as follows: At Whitehall, N. J., Boonton Branch Railroad; at Millington, N. J., Passaic and Delaware Railroad; at Augusta, N. J., Sussex Railroad.

At neither of the above stations do we employ an agent or other person; we transact no business whatever, and we consider it extremely unjust for the Post-Office Department to compel us to employ a man to attend to the business of that Department at points where there is no business of our own to attend to.

I hope your committee will give this matter earnest consideration.

Yours, truly,

A. REASONER,
Superintendent.

Hon. R. A. ELMER,
Second Assistant Postmaster-General.

DELAWARE RIVER RAILROAD COMPANY,
Woodburn, N. J., June 12, 1883.

DEAR SIR: Yours containing circular respecting the compensation to railroads for carrying the mails, with request for my views as to the proper basis of compensation for postal service, the elements of which it should be composed, and the rates of compensation that should be fixed for the service, received.

First. "The proper basis of compensation and the elements of which it should be composed."

In making my suggestions under this head, I give my views on a system now in actual use, viz: classify the distance for 100 miles and the fractional parts thereof into ten or more distinct classes; thus, for 10 miles carried, first class, 20 miles; second class, 30 miles; third class, &c., up to the tenth class, which would be for 100 miles, each 10 miles of the hundred representing a class. For each of these classes a rate should be established for mails weighing less than 10 pounds, between 10 and 30 pounds, 30 and 60 pounds, 60 and 80 pounds, and between 80 and 100 pounds; the established rate for the tenth class being the charge for each 100 miles of the service, and the lower class for the fractional parts thereof.

As to the rate or rates of compensation that should be fixed for the service, I base my estimate upon other items of transportation other than passengers that are carried upon mail and express trains, as far as my experience goes, believing that the service rendered in carrying the mails should receive the minimum compensation that is generally charged for carrying merchandise upon such trains, notwithstanding I am satisfied that the service rendered in carrying the mails requires more attention and a greater outlay for the necessary facilities furnished than any other item of transportation that enters into railroad traffic. Upon the basis as above classified, I herewith submit the rates for carrying merchandise upon mail and express trains:

CLASSIFICATION.

Class.	10 pounds or less.	10 to 30.	30 to 60.	60 to 80.	80 to 100.	Class.	10 pounds or less.	10 to 30.	30 to 60.	60 to 80.	80 to 100.
1	.25	.25	.25	.25	.25	6	.25	.35	.40	.40	.55
2	.25	.25	.25	.30	.30	7	.25	.35	.40	.45	.60
3	.25	.30	.30	.35	.40	8	.25	.35	.45	.55	.65
4	.25	.30	.35	.40	.45	9	.25	.40	.50	.60	.70
5	.25	.30	.35	.40	.50	10	.25	.40	.50	.65	.75

This classification is 10 per cent. lower per hundred pounds on distances of 100 miles than what is now charged for the transportation of merchandise, and is based upon a general tariff in actual use for the government of rates of transportation upon express trains.

Without any data with which to compare the aggregate earnings for mail service with any other item or items of transportation, except as herein given, I submit the same for your consideration.

Yours, respectfully,

W. S. CONNER,
President.

RICHARD A. ELMER,
Second Assistant Postmaster-General.

[Denver and Rio Grande Railway. General superintendent's office.]

DENVER, COLO., *November* 6, 1883.

DEAR SIR: Acknowledging receipt of your circular of October 10, 1883, requesting that the committee appointed by the Postmaster-General to frame and report upon a system for gauging the rates of pay for the transportation of mails over railroad routes be furnished with all the information possible in this connection. I would respectfully submit the following facts for your consideration:

The facilities afforded and accommodation provided the Postal Department, as also the dispatch given United States mails by this company, will compare if not surpass that provided by any other line west of Missouri River. The present system of gauging rates of pay for the transportation of United States mails can hardly be considered equitable.

The weight of mail-matter carried on this line is, of course, not as heavy as that carried on other lines where the country is more thickly populated; at the same time this company furnishes the facilities for handling twice the amount of mail that is now being carried, the Department claiming that owing to the nature of the service less space would not suffice.

Considering the difficult country we traverse and the heavy gradients on our line, the addition of one car frequently necessitates a second engine being attached to the train. The method of basing remuneration for such service on weight system works this company an injustice.

I submit for your information tabulated statement showing the space allotted to the exclusive use of the Postal Department on the various routes, and also of the grades on the different routes, and hope your committee will favorably consider the justice of recommending that the remuneration be computed on the basis of space and not of weight, and so place the postal service on this line on a fair and reasonable basis.

Very truly, yours,

R. B. CABLE,
General Superintendent.

Hon. R. A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

Space set apart for United States postal service on regular routes Denver and Rio Grande Railway.

Three mail-cars, each 7 feet 4 inches by 29 feet 6 inches by 6 feet 5 inches (inside).
One mail-car, 7 feet 5 inches by 19 feet 10 inches by 6 feet 5 inches (inside).
One mail-car, 7 feet 5 inches by 12 feet 8 inches by 6 feet 5 inches (inside).
Two mail-cars, each 7 feet 5 inches by 33 feet 8 inches by 6 feet 5 inches (inside).
Five mail-cars, each 7 feet 5 inches by 19 feet by 6 feet 10 inches (inside).
Eight full postal cars, each 7 feet 7 inches by 35 feet 8 inches by 6 feet 9 inches (inside).

Average and maximum grades per mile on the line of the Denver and Rio Grande Railway.

Between.	Maximum.		Average.
	Feet.	*Inches.*	*Feet.*
Denver and Pueblo	90	0	34
Pueblo and Cañon City	52	8	13
Cañon City and Leadville	150	0	44
Salida and Grand Junction	211	0	65
Pueblo and Alamosa	237	0	63
Alamosa and Durango	211	0	53
Durango and Silverton	132	0	40
Grand Junction and Salt Lake	200	0	35

[Detroit, Grand Haven and Milwaukee Railway Company. G. R. Nash, manager.]

MANAGER'S OFFICE, *Detroit, May* 29, 1883.

DEAR SIR: Yours of 30th March was duly received. I would suggest that the proper basis upon which to arrive at the amount of compensation to be paid railways for mail service would be—

1st. Mileage.
2d. Weight of mail carried.
3d. Number of post-offices (we have 39 post-offices or interchange stations in 189 miles).
4th. Frequency of train service.
5th. The labor and expense to which the railway company is subjected in performing the side service, *i. e.*, the handling of mails between the stations and post-offices. This is a very serious item and is a service which in my opinion should not devolve upon the railway company at all.

In regard to your second question, I am not in a position very well to come to any positive conclusion from want of data.

I feel that the vast experience of the Department is so far ahead of anything I can put forward that I can hardly presume to make even a suggestion. I cannot very easily make any comparison of earnings from other items of transportation, because the cases are not parallel.

In the case of mails we have to supply specially fitted-up cars, attached to passenger trains running at a high rate of speed, and so forth, and taking the existing state of things my opinion is that this company receives little enough remuneration for service performed. I should judge that the mails are considerably heavier now than when the present arrangement was made. I would be glad to know, if possible, the weight of mail-matter carried now, as compared with, say, five years ago.

Yours, truly,

G. R. NASH.

Hon. R. A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

EASTERN KENTUCKY RAILWAY COMPANY, GENERAL OFFICE,
Greenup, Ky., April 6, 1883.

SIR: In reply to your letter of March 30, we can only give our views as to value of mail service, so far as the same affects ourselves.

The service required upon this road is such that we are required to furnish a room for the messenger in mail car, and to deliver the mail at not only terminal points, but all the way points which are within the limit of one-fourth of a mile. This latter service costs us nearly twice the sum allowed by the Department, the pay being computed at the same rate per mile as upon the railway.

The space required in the car, if used for freight purposes, would yield us a much larger revenue than is now derived from the mail service, certainly more than twice the amount now received. Through a country but sparsely settled the mails are light, though requiring as much space and attention as if they were larger. In such case payment by actual weight of mails transported operates unjustly.

In this and in similar cases we think compensation should be upon the basis of the space required, the frequency of service, the expense of delivery from stations to post-offices, and sometimes of other matters local in their nature. For instance, the car in which mails are carried makes a mileage of 114 miles per day, while the mails are carried but 68 miles of distance. We will not presume to fix a rate of compensation which should operate in all cases, the matter being too complex for us to determine with any approach to accuracy. We can only specify for our case.

This company receives a yearly compensation of $1,485.96 for service each way on 34.15 miles of railway, and 1.56 miles between the railway and terminal offices, including the carriage of a railway post-office clerk, or equivalent to $4.75 per day for 313 days per year.

A regular passenger for the same distance and time would pay $772.50; and the car space an average per day of $7.50, $2,347.50, or a total of $3,120.

Of the amount received we pay for messengers delivering at offices $130 per year, leaving us a net revenue of $1,355.96, a compensation too small for the service and risks.

Very respectfully,

H. W. BATES,
Vice-President.

R. A. ELMER,
Chairman Committee on Revision, &c., Washington, D. C.

FALL BROOK COAL COMPANY,
OFFICE OF THE PRESIDENT,
Corning, N. Y., April 7, 1883.

DEAR SIR: Your circular of March 10, also your letter of 30th, as to compensation of railway companies for carrying mails, have been received, and in reply I inclose to you a letter from our superintendent giving his views on the subject. I have to add that the amount we are obliged to pay for side services is very great, and takes largely from the amount received from the Department. We think that the mails should be received by us and delivered by us at our stations without expense to us, and that the local postmasters should attend to delivery and receipt. Some lines receive the same rate per mile that we have, but are not subject to so great an expense for side services; therefore our rate is less than that prescribed by law. On the other hand, other lines may have a greater sum to pay, and so receive less than we do.

In this way the system works unequally, and is unjust to the carrying companies.

The mail room we provide takes up about 30 per cent. of the room of our cars, and when the cars are in use upon other than mail trains the room is locked and the messenger has the key; therefore we are unable to use that part of the car for any purpose whatever. That, we think, is wrong. During the fruit season we could use the mail rooms to great advantage upon trains not carrying mail, but as the rooms are locked we are deprived of the use of so much of our cars. This fact should have consideration by you gentlemen who are investigating the matter.

I suggest for your consideration the Government should own the cars used in the mail service upon all lines. They could be exchanged by connecting lines just as are the "line cars" between the western shipping points and the seaboard; these cars to be kept in repair by the railway companies, lighted and heated as the Pullman and Wagner cars are, the railway companies paying mileage or charging so much for hauling each car over the line. In such case they would be hauled only on mail trains, and the objection raised above could be obviated.

Yours, truly,

GEO. J. MAGEE,
President.

Hon. R. A. ELMER,
Second Assistant Postmaster-General.

[Corning, Cowanesque and Antrim Railway, and Syracuse, Geneva and Corning Railway.]

FALL BROOK COAL COMPANY OPERATORS,
OFFICE OF GENERAL SUPERINTENDENT,
Corning, N. Y., April 4, 1883.

DEAR SIR: Referring to inclosed circular, would say the compensation received by this company for transporting the mails, to my mind, is not sufficient for the service rendered. The quantity of mail carried is so limited that we cannot afford to draw a separate mail car in our trains, and must necessarily devote a large space in our baggage cars to this exclusive use which we could otherwise utilize and make of a great deal more profit in the transportation of merchandise, freights, and express, than in carrying the mails at the price we now do. Second, the route agents are constantly conjuring up some unnecessary and expensive changes, and if we fail to comply with their requests and whims, they report it to the Department, from whence, without investigation, an order comes to comply at once. Third, the present system requires the railroad company to deliver the mails at all offices inside of eighty rods and at all terminal points, which necessitates the services of a special paid mail carrier to deliver from train to post-office and *vice versa*. These salaries on our line, taken in aggregate, equal a very large per cent. of what we receive from the Post-Office Department for transportation. My idea would be for the Department to receive from and deliver all mails to the trains, and relieve the company from the expense and liability of delivering mails inside the present limit, which if done would make us a fair compensation for the service.

Yours, &c.,

N. A. GORTON,
General Superintendent.

General GEO. J. MAGEE,
President, Corning, N. Y.

[Galveston, Harrisburgh and San Antonio Railway Company, Mills Building, 35 Wall street. T. W. Peirce, president.]

NEW YORK, *May* 21, 1883.

DEAR SIR: In reply to your circular of March 10, 1883, on the subject of compensation for carrying the mails by railroad, I have the pleasure to submit the following remarks on behalf of the Galveston, Harrisburgh and San Antonio Railway Company:

The railroad of this company is one of the few railroads penetrating the high and dry regions west of the 100th degree of longitude, in which population is sparse, settlements few, local traffic scanty, and which serve the Government in a military, as well as the public in a commercial, capacity.

During the past year the road has been extended so as to form a continuous line from Houston, Texas, via San Antonio, to the western boundary of the State near El Paso, with a branch line to the Rio Grande at Eagle Pass. For more than 500 miles, therefore, it skirts close upon the northern frontier of Mexico, and becomes a main line of communication to the territory where Indians have been troublesome. It forms, also, an important link in the great chain of communication by rail beween the Pacific Ocean and the cities on the Gulf of Mexico.

I may add that the Mexican International Railroad Company is now actively constructing a road from the Rio Grande at Piedras Negras, where it connects with this road, to the State of Durango, expecting to make connections with the city of Mexico. In the course of a few months, continuous communication, of the same standard gauge, will be effected via this road and the line from Eagle Pass, between New Orleans and the capital of Mexico; and as this will be the shortest line from New York and Washington to the principal cities in the neighboring republic, the volume of through mails may be expected to be largely increased in amount and importance.

The rule adopted under the act of 1873, of compensating railroad companies for mails according to average weight of mail-bags and distance transported, allowing extra compensation for space occupied, only where special postal cars are in use, or where more than half of a baggage-car is devoted to mail purposes, operates with hardship upon roads like ours, traversing a new country as yet but thinly settled, where the present local requirements are relatively meagre.

This principle is well understood and acted upon in purely commercial dealings. The local tariffs for transportation on roads passing through new countries are necessarily higher than those prevailing in older thickly settled States. The wisdom of this is shown in the restrictive enactments of charters; such roads as the New York Central, passing through a densely peopled country, being restricted to two cents per ton per mile, while in Texas the limit is placed at 10 cents per ton per mile. Some such inducement is necessary to the building of railroads in advance of the commerce they are to help create, as without this help of remunerative rates upon the limited business capital could not be found for their creation. The United States Government is not an object of charity and ought not to be placed in the attitude of demanding service for less than its citizens have to pay in similar circumstances.

Estimating by the avoirdupois weight of mails, they are actually performing this service at very much less than is done by roads through the Eastern States where population and local traffic are more dense. So far as this company is concerned, it is carrying the mails at a loss, the mail pay being insufficient to meet the outlays growing out of it. Were it not for the inconvenience that would result to our customers and the public, this company would decline to carry the mails for the present rates of compensation.

It is to be hoped that the Government will find a commission whose recommendations Congress can accept as to what is a just compensation for this service.

While the committee is considering this subject, I may offer the following suggestions:

First. In adopting a rule of compensation, weight of mails, frequency of service, car space occupied, speed of trains, are all elements to be duly considered, and I conceive that special allowance should be made to all roads operating west of say the 100th meridian for the reasons of the present sparsity of population, the wide intervals between settlements and towns, the scarcity of fuel, water, supplies of all kinds, and other elements incident to the expense of operating.

Second. For convenience, it might be well to treat all railroads, whose ruling grades do not exceed 1 per cent., in the same class in this respect, but some allowance should be made to railroads having grades between 1 and 2 per cent., and a further allowance to those exceeding 2 per cent.

The existing law providing for special allowances on account of high speed might, with advantage, be repealed. The velocity with which a train moves, measured in miles per hour, is not even approximately a true measure of the cost of movement, or of the resistance to be overcome.

Steepness of grades, quality of fuel, sharpness of curves, stability of road-bed, amount of business done, and many other elements enter into the cost.

Trains ordinarily scheduled at over 35 miles per hour are run upon the older double-track roads in the Eastern States, where traffic is heavy, grades light, fuel cheap, and where the cost of moving a train at 40 miles per hour is less than that of some of the roads in the far West moving at 20 miles per hour. No extra allowance for speed should be made on any of the prominent roads known as through trunk lines.

It is for the interest of all trunk lines, especially those which are competitive, to make as fast time as can safely be made, without regard to the United States mails.

Third. The railroad companies ought not to be required to deliver the mail-bags to, and take them from, the post-offices as at present. This is an innovation introduced for no good reason. In respect to all other classes of service, the duties of railroad companies begin and end when the article carried leaves their premises.

Fourth. In admitting merchandise to the mails at a rate uniform for the whole country, the public Treasury is depleted to carry bulky articles to the distant frontier settlements at much less than the service is really worth, and results in depriving the railroad companies of their legitimate freight, and entails a loss upon the Treasury for the benefit of a comparatively few remote traders. The rate of merchandise should, I conceive, be doubled, or the compensation for carrying the mails at points remote from the seaboard increased correspondingly.

Very truly, yours,

T. W. PEIRCE,
President G., H. and S. A. Railway Company.

Hon. R. A. ELMER,
Chairman Committee on Revision of the Laws, Post-Office Department, Washington, D. C.

GEORGIA RAILROAD COMPANY, GENERAL MANAGER'S OFFICE,
Augusta, Ga., May 14, 1883.

SIR: Your letter of March 30, addressed to S. K. Johnson, esq., has been recently received.

In reply to your inquiries I beg to state—

First. The frequency and speed of trains, together with the space given for the accommodation of mail matter, should regulate the compensation for postal service. High speed involves increased expense; it is therefore manifestly proper that the compensation for mails carried by fast trains should be superior to that awarded for the same amount of mail matter transported by slow trains.

Second. I am not prepared at this moment to indicate the rate or rates of compensation that should be fixed. You will pardon my frankness when I venture to say that the present rate allowed, at least so far as the Georgia Railroad is concerned, is altogether inadequate to the service performed.

Permit me, in conclusion, to call attention to the embarrassing duties imposed in requiring the railroads to receive and deliver the mails at the various post-offices. It is the outgrowth of the stage-coach style before the era of railroads.

I feel assured that much more satisfactory service could be secured if the railroads were relieved of this duty.

Very respectfully,

J. W. GREEN,
General Manager.

Hon. RICHARD A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

[Grand Rapids and Indiana Railroad Company. Office of the president and land commissioner.]

GRAND RAPIDS, MICH., *May* 12, 1883.

SIR: I have yours of 27th March, referring to compensation to railroad companies for carrying mails, and regret delay in replying.

There are few problems so difficult of solution as the establishment of a correct basis. The nearest analogy is with the transportation of express companies' goods. For these we furnish special car and haul upon our passenger trains with messenger, and would suggest your procuring figures from the great east and west trunk lines for comparison.

I have, however, long thought that the adjustment by weight is erroneous if arbitrary and without reference to the circumstances of each line. Perhaps space would be better, with a fixed minimum and maximum limit.

Yours, truly,

W. O. HUGART,
President and General Manager.

Hon. R. A. ELMER,
Chairman, &c., Washington, D. C.

[Grand Rapids and Indiana Railroad Campany. Office of president and land commissioner.]

GRAND RAPIDS, MICH., *October* 25, 1883.

DEAR SIR: I wrote you some time ago answering the question in regard to the best basis for gauging rates of pay for postal service.

My suggestion then and now is, to be guided by the general rules connected with the transportation of express goods. The services are very similar, each case requiring special car or special allotment of a portion of a car and special messenger and dealings with the lesser and greater offices at every point upon the lines of railways.

There is this additional circumstance, that the importance of the service does not depend upon the weight carried; largely upon values. The express company pay for the *privilege* which is limited to a given number of pounds; above that there is a rate provided for increased compensation. Of course you are familiar with the facts; my desire is only to call your attention to the parallel.

Very truly, yours,

W O. HUGART,
President and General Manager.

RICHARD A. ELMER, Esq.,
Chairman, Washington, D. C.

[Hannibal and Saint Joseph Railroad Company. John B. Carson, general manager.]

OFFICE OF GENERAL MANAGER,
Hannibal, Mo., May 8, 1883.

DEAR SIR: I have the honor to acknowledge receipt of your letter of the 31st March, and in reply would say that the compensation for postal service in my opinion should be based upon the character of the service performed. The elements of which it should be composed in my judgment would be—

1st. The amount of mail carried.
2d. The speed.
3d. The accommodations furnished for the transportation of same.

The rate of compensation should be equal to the earnings of other cars in the passenger trains that carry the mail. For example a coach making exactly the same number of miles that this road carried the mail in 1882 would earn $83,884.84. Deducting 20 per cent. on account of land grant would leave the earnings for mail service on this basis $67,107.87, while this company received for that service only $52,658.91.

In 1882 the express company paid the railroad company for carrying their freight exactly the same number of miles $45,000. nearly as much as was received for mail service, while they require less than one-half the accommodation (or room in cars) required by tne Government for the transportation of mail, and of course at a correspondingly less expense to the railroad company.

The present price paid by the Government for transporting the mails does not pay the actual expense of the service performed.

I am, dear sir, very respectfully,

JOHN B. CARSON,
General Manager.

Hon. R. A. ELMER,
Chairman Committee on Postal Transportation by Railroads.

[President's office, Herkimer, Newport and Poland Narrow Gauge Railway Company.]

MIDDLEVILLE, N. Y., *April* 12, 1883.

DEAR SIR: I have the honor to acknowledge the receipt of your favor of the 31st ultimo, requesting my views regarding certain points of the subject which your committee have under consideration.

In reply, I beg leave to state that my experience in the management of railroads has been limited to my connection with this road, which has been in operation less than two years, and is but seventeen miles long and local in its nature.

Suggestions which I have to offer may not, therefore, apply to the subject as relating to railroads generally; but I hope to show your committee that some measure should be devised for computing the pay for mail services on such roads as this, which will more nearly compensate them for the service performed than does the present allowance, as I understand the law.

As yet we have received no pay from the Government, and as the compensation is to be fixed "according to law" after the mails have been weighed by the Department for thirty days succeeding April 4, last passed, I am not positive just what the compensation will amount to, but from my reading of the law and information from other sources which I consider reliable, I assume it will be between $600 and $700 per annum. This sum is very meager when compared with the service performed. We carry mails upon two trains each way every week day between four post office stations, viz: Herkimer, Middleville, Newport, and Poland. At all of these points we are obliged to receive and deliver the mails at the post-office. This service between our depots and the post-offices (required just when our agents are most needed at the stations) has cost the company at the rate of three hundred dollars per year, at the very lowest rates boys, even, could be induced to perform the service, consisting of eight round trips from station to depot each day. Now, if chance had located the post-offices a few feet farther from our stations the Government would contract for a mail carrier at its own expense.

Again, when, as during the past winter, the trains are delayed, it has cost this company $10 per day to carry the mails by livery, and thus a whole month's compensation is used up in a few days' effort to serve the community promptly and avoid fine.

I am informed that the Herkimer and Mohawk Horse Railroad Company receives as subcontractors about $400 per annum for carrying the mails between the two post-offices, which are located but two miles apart. This does not appear large pay for the service performed, but, if I am correctly informed as to the amount to be allowed this company, the pay for steam transportation and the additional amount of service performed is disproportioned. With the above statement of facts, which I consider necessary to a proper consideration of the subject, I will state that "as to the proper basis of compensation for postal service and the elements of which it should be composed," I consider that the compensation should be fixed at so much per mile run by every train carrying mails, with an additional allowance per 100 pounds on the excess of weight assigned any given road as a minimum. Also an additional allowance for every post-office upon the line of the road to cover cost of carrying mails to and from the post-office and railroad station. Distances over a stated amount to be performed by the Government as under the present regulations.

The present rate of allowance based on the length of road is unjust, and discriminates in favor of roads having but few stations.

Second. "As to the rate or rates of compensation to be fixed for the service," I should say that 5 cents per mile on such roads as this would be a low rate, and that the road should carry up to 100 pounds of mail matter on every train without claim for extra weight, and that the rate for extra weight above that amount should be allowed at, say, 25 cents for every 100 pounds, and that the allowance for each post-office upon the line to cover cost of carrying mails, as suggested, should be not less than $6 per month per office, terminal offices included. These rates of pay would yield this company as follows per annum:

For carrying the mails, about	$1,065
For delivery of mails	288
Total	1,353

Which would be but moderate pay for the service performed and responsibilities assumed.

In reply to your request "to support my views with demonstrated facts and exhibits from comparative earnings of other items of transportation," I will state that "express matter" forms the only item which will at all compare with the transportation of the mails, and as this company does the express business upon its own line, a comparison of what we would receive from the Government, should its officers be willing to pay the same rates as merchants or individuals would expect to pay for like service, will no doubt answer your purpose, and is manifestly fair.

In fixing the rates charged on the next sheet I have had in mind the continuity of the service, and have in every instance charged less than our regular rates for an express package of equal bulk or weight, and it is fair to state I would be willing to contract to do like service for individuals for the prices named, but not for less.

On such basis of charges the daily account would read as follows:

[Two mails, one bag each.]

Termini.	If taken and delivered at railway station.	If taken and delivered at post-offices.
GOING SOUTH.		
Poland and north to Newport	$0 10 each = $0 20	$0 15 each = $0 30
Poland and north to Middleville	15 each = 30	20 each = 40
Poland and north to Herkimer	30 each = 60	35 each = 70
Newport and north to Middleville	10 each = 20	15 each = 30
Newport and north to Herkimer	25 each = 50	30 each = 60
Middleville and east to Herkimer	15 each = 30	20 each = 40
GOING NORTH.		
Herkimer to Middleville and east	15 each = 30	20 each = 40
Herkimer to Newport and north	25 each = 50	30 each = 60
Herkimer to Poland and north	30 each = 60	35 each = 70
Middleville to Newport and north	10 each = 20	15 each = 30
Middleville to Poland and north	15 each = 30	20 each = 40
Newport to Poland and north	10 each = 20	15 each = 30
Total daily charge	4 20	5 40

Which daily charge would yield per annum $1,314.60 if the mails were taken and delivered at the railway stations, or $1,690.20 if taken and delivered at the several post-offices. These figures are based upon the supposition that but one bag of mail is carried to either of the points named. It frequently occurs that both Middleville and Newport receive two bags upon one train. In comparing these figures with the rate suggested by me, viz: 5 cents per mile and an allowance of $6 per month per office, you will notice that said mileage rate is a very reasonable one.

In conclusion I will state that I am grateful for the opportunity to lay before your committee a showing of how very inadequate to the service performed the compensation allowed such roads as this one is; and further, that, from the very fair manner in which your committee takes up the subject, I am led to hope that you will be successful in devising some system for gauging the rates of pay for carrying the mails that will be nearer a just one than the present method employed.

I am, sir, very respectfully, yours,

EDWARD M. BURNS,
President H., N. and P. N. G. Railway Co.

RICHARD A. ELMER,
Chairman Committee on the Revision of Laws Governing Postal Transportation by Railroads,
Post-Office Department, Washington, D. C.

[Huntingdon and Broad Top M. Railroad and C. Company. Office No. 417 Walnut street. P. O. Box, 1829.]

PHILADELPHIA, *October* 29, 1883.

SIR: In reply to your communication of the 31st March, 1883, I beg leave to say that the question of compensation to railroads for carrying the United States mail is a very complicated one, and what would be a proper compensation for the service over one road would not be a fair one for another road with wholly different characteristics and business.

A mountain road with heavy grades and a great number of bridges to maintain, requiring a greater number of train hands, fuel, watchmen at bridges, &c., and carrying but a limited number of passengers, is operated at a greater expense per ton per mile than the more favored roads in respect to these characteristics and business, lying between our large cities with their large passenger traffic.

Short lines also should have a larger relative compensation than the longer ones, and hence it would be very unjust to make one arbitrary rule applicable to all roads. That is the fault with the present law, which gives to some roads perhaps too much and to others not half enough.

On roads like the one I represent I think a fair basis for compensation would be from one and three-quarters, to double the rate of first-class freight; and then to allow an extra charge for the compartments of the car, and another for the service.

The postmasters should be required to deliver the pouches to the mail agents at the mail car, and receive them from them, at each station. To arrange a comprehensive plan of mail service and compensation, your committee should be authorized to associate with it the same number of railroad persons. The latter should be fair representatives of the different railroad interests. A plan which such a body would adopt would probably be just and satisfactory to both the railroads and the Government.

Yours, very respectfully,

B. ANDREWS KNIGHT,
President.

R. A. ELMER, Esq.,
Chairman Committee on the Revision of Laws Governing Postal Transportation by Railroads, Washington, D. C.

[Illinois Central Railroad Company.]

CHICAGO, *November* 1, 1883.

SIR: Your letter of 29th March last, as to compensation to railroad companies for carrying the mails, was duly received, and in reply I beg to submit the following suggestions:

The mails are now carried in three ways:

(1.) In pouches in the ordinary baggage cars of passenger trains, the pay for which is on the basis of weight of mail carried.

(2.) In a car partly devoted to postal service and partly to other business, the mails being in charge of one messenger, the pay for which is on the basis of the weight of mails carried, with an additional allowance for the car if the space reserved is not less than 20 feet.

(3.) In a car devoted entirely to postal service, the pay for which is on the basis of the weight carried, with an additional allowance for the postal car.

I submit that the weight of mails carried is not a fair basis for compensation, and that, moreover, the scale of weights on which the allowance of compensation is made is not a just one. The mail service has to be performed on passenger trains, which are run at a high rate of speed, and the cost of transportation on such trains depends more upon the amount of dead weight carried than on the weight of the mails carried. Compensation for such work should not, therefore, be based upon the actual weight for the distance carried, but upon the weight of the car, or of so much as is required to receive the largest amount of mail at any one time (or, in other words, the space required), and for which the accommodation must always be provided, whether the mail comes or not. A large amount of dead weight is often carried without any corresponding load or pay. In the case of freight trains, they have only to be run when there is a full load for them, and in this respect the two classes of business materially differ. It would be idle to attempt to make the cost of carrying freight the basis for compensation for carrying mail or express on passenger trains. These observations apply both to the mode of paying by weight and also to the scale of weights. The road that carries 200 pounds of mail daily is practically put to as much expense and trouble, and has to carry as much dead weight and provide as much space, as the road that carries five times that amount, and yet the latter receives double the pay. The road carrying the smaller amount has to provide just as much facilities as the one that carries the larger amount, and the difference in the item of the cost of transportation of the two classes referred to is barely appreciable.

I suggest that the minimum rate of $50 per mile is too small, and should be considerably increased, as I am satisfied this rate is not remunerative to the roads having but a small weight to carry.

I submit the allowance for postal cars is too low. The railroad company has to build these cars at great outlay, and provide them with the latest and most complete improvements, maintain and repair them, and keep them lighted and heated. I think the allowance for these cars should be increased 25 per cent., and that both space and dead weight transported should be taken into account in arriving at the proper compensation.

In this regard I would draw your attention to what we receive for our express business, that being the nearest analogous case.

For the express company we transport one car between Chicago and Cairo on the night train, and half a car on the morning train. For this the express company guarantee us a minimum of $227.25 per day, and they pay us at regular rates for all they carry in excess of certain defined weights, and, as a matter of fact, we receive considerably more than the sum named by way of excess. This guaranteed rate, however, produces to the company nearly $83,000 per annum. We transport one messenger in each car, and we have no trouble or responsibility of any kind whatever in the transaction of the business, or in receiving or delivering it. It is a simple matter of providing the car, hauling it, and receiving the pay.

For the postal department we transport between Chicago and Cairo two postal cars each way daily, and also transport mail pouches on four other trains on parts of the route between these two points. For this we receive from the Department not quite $70,000 a year. We are put to more expense in lighting and heating cars, the cars used are far more costly, both to build and maintain, than the express cars, and we have to transport about four times as many persons in the transaction of the postal service as in that of the express service. We are liable for penalties in case of non-arrival of mails on schedule time, and we have to be responsible for the delivery of mails to the postmaster, where the post-office is within 80 rods of the station. I think, therefore, that we do a great deal more work for the postal service than for the express service, and receive much less pay.

It will be, I think, difficult to settle a basis of compensation which shall be fair to all alike, as the cost of transportation varies on different roads, according to circumstances. Still, if Congress would readjust the compensation on the basis of the accommodations furnished, measured by the gross weight transported and the space furnished, I think they would place it on a fairer basis.

I shall be glad to give you any further information in my power.

Yours, very respectfully,

JAS. C. CLARKE,
President.

Hon. R. A. ELMER,
Second Assistant Postmaster-General.

[Office of the Old Dominion Steamship Company, 235 West street, corner Beach. P. O. Box 2170.]

NEW YORK, *May* 19, 1883.

SIR: Your communication to Thomas Groom, superintendent of the Junction and Breakwater Railroad, inclosing circular dated March 10, was referred to me. Please consider, also, that I answer for the Breakwater and Frankford Railroad, of which I am president, and for the Worcester Railroad, of which I shall come in charge June 1. While, in the interest of the public, we have cheerfully accepted the compensation heretofore allowed us, and performed the duties to the best of our ability, I must frankly state that it has not seemed to me that the amounts allowed were sufficient. The mail is not very heavy, but still as much room is required as would accommodate a very considerably increased quantity, in addition to which the mail agent has to be carried for a small quantity as well as a large one. On the Junction and Breakwater Railroad we carry a mail twice over the road daily, and in the summer also to Rehoboth Beach. Omitting the latter, then the trip both ways is 80 miles, for which, without having the figures before me, I think the road gets about $1,800 per annum, or $5.75 per day. The fare in each direction is $1.75, or $3.50 for the two fares; so that in addition to an ordinary fare for the messenger, we have $2.25 left for the room that for freight purposes would be worth a great deal more. In addition to this, there is, of course, some responsibility. I have not the figures for the other roads before me, but they will not compare any more favorably. I think railroads should at least get ordinary fare for the messenger and ordinary freight rates, if not express rates, on the mail matter. In addition to carrying the mail, we have to pay for its transportation from the depot at Lewes to the post-office, three-quarters of a mile. I am under the impression that we are entitled to extra compensation for the latter, but have not the law before me. Should the question not be an improper one in this connection, I would thank you to inform me.

Very respectfully, yours,

N. L. McCREADY,
President.

Hon. R. A. ELMER,
Second Assistant Postmaster-General, Chairman, Washington, D. C.

[Kansas City, Fort Scott and Gulf Railroad Company. General manager's office. George H. Nettleton, general manager.]

KANSAS CITY, *November* 10, 1883.

SIR: Referring to your circular letter of October 10, calling attention to a manuscript letter, dated March 31, in regard to the question of compensation to railroad companies for carrying the mails, and asking that I state my views specifically in regard to the same.

The railroad company is required to furnish the necessary amount of space in a car equipped with special reference to the convenience of the service and rapid transaction of the business of the Post-Office Department; comfortably warm and sufficiently light the space occupied; haul mail cars on the most rapid trains; carry postal clerks and agents without specific compensation; and carry the mail between post-offices and the cars within a distance of one-fourth of a mile.

When mail is carried on regular passenger trains, which are run with special reference to the passenger business, the compensation for carrying it should be at least what the railroad company can earn by using the space required by the Post-Office Department for some other purpose. That space can certainly be filled in one direction with goods paying first-class rates, and usually in both directions. Compensation should be allowed for carrying clerks and agents, possibly one-half the first-class rates, for the fuel and lights used, and for carrying the mail between post-offices and the cars.

The foregoing, applied to 200 miles of the Kansas City, Fort Scott and Gulf Railroad, between Kansas City and Springfield, would give the following:

The space occupied by the Post-Office Department is from 19 feet to 25 feet in length by 9 feet in width. In this space there can be easily carried 8,000 pounds of first-class merchandise at 75 cents per 100 pounds in each direction, or, say, 16,000 pounds at 75 cents to cover both ways.

16,000 pounds, at 75 cents	$120
Half fare for two messengers	12
Earnings per diem	132
Or for 365 days	48,180
Fuel and lights per annum	365
Carrying the mail between post-offices and cars at each of twenty stations, at $8 per month	1,920
Total annual compensation on suggested basis	50,465

The present compensation for carrying the mail between Kansas City and Springfield is $20,598.

Very respectfully,

GEO. H. NETTLETON,
General Manager.

Hon. R. A. ELMER,
Second Assistant Postmaster-General, Chairman, Washington, D. C.

[Knox and Lincoln Railroad Company. Superintendent's office.]

BATH, ME., *April* 11, 1883.

SIR: Your favor of March 31 duly received, and I will briefly reply.

First. I do not consider that the pay for transporting mails on short roads running two or more trains each way daily, with separate apartments for the service and carrying only local mails, should be based on weight alone. It makes little difference with a railroad company whether they carry one or two thousand pounds of mail a day. The apartment is warmed, lighted, furnished, and devoted to that use. In my judgment the compensation should be based on space occupied, number of trains, and distance carried. Short distances should be paid more per mile than long. Speed should also be considered, although roads whose business does not permit the running of express trains should not be placed at a disadvantage with those who do.

Second. As to the compensation that should be fixed, I have little data upon which to fix an estimate so far as this road is concerned. The only service which this road performs that at all compares with the mail service is the express business. To the express company we furnish about one-half the space devoted to the mail, carry but one messenger where we carry two for the mail, and receive about two-thirds, as much compensation. For the express service we are obliged to make a low rate in consequence of competition by steamers. This element does not enter into the mail service to any great extent. I have always considered that this company did not receive enough for carrying the mails, and that a yearly compensation of $8,000 for two trains each way daily would not be excessive. I also beg to suggest that the delivery of the mails to the post-offices at the terminal points of the road and to offices within eighty rods of the depots is a hardship which railroads should not bear.

Very respectfully, your obedient servant,

C. A. COOMBS,
Superintendent.

Hon. RICHARD A. ELMER,
Chairman, &c., Washington, D. C.

[Office of Knoxville and Augusta Railroad Company.]

KNOXVILLE, TENN., *April* 16, 1883.

SIR: You favor of the 31st ultimo was duly received.

The subject you invite me to give my views upon is too vast and complicated for me to attempt to discuss without more preparation than I have time to devote to it.

I see no reason why the Government should pay more or less for mail service to the railroad companies than other individuals or companies do for like service. The true way to pay for the mail service would seem to me to pay the same rate per pound or ton as express companies pay, as the railroads furnish the express companies about the same facilities for doing their business that they do the Government for the mail service.

The present way of weighing the mails is manifestly unjust both to the Government and the railroads, as the weight of the mails vary so much at different seasons of the year.

You will understand, of course, that my view of this matter is crude and hastily formed, and cannot possibly be of any value to your committee.

Yours, respectfully,

R. N. HOOD,
President.

Hon. RICHARD A. ELMER,
Washington, D. C.

[Lake Erie and Western Railway Company. Vice-president's office. Railway mail service.]

LA FAYETTE, IND., *October* 26, 1883.

DEAR SIR: I inclose you a report for your consideration from our chief engineer in reference to the revision of laws governing postal transportation by railroads, as per your circular of October 10.

Yours, truly,

J. H. CHENEY,
Vice-President.

Hon. R. A. ELMER,
Chairman, Washington, D. C.

[Railway mail service, Lake Erie and Western Railway Company, T. H. Perry, chief engineer.]

LA FAYETTE, IND., *June* 28, 1883.

DEAR SIR: Yours with inclosure on the subject of railway mail service of June 22 having been received and carefully considered, I have to submit in reply to the question by Richard A. Elmer, chairman, "as to the proper basis of compensation for postal service as follows": Compensation should be based per ton-mile at a rate determined by the character of service represented by the route's construction, maintenance, and operation, and proper allowance due to the quantity and distance of mail traffic. The plan would require a classification of all the railways composing mail routes. Those having similar features being designated by the same class number would constitute one element of the rate due to its character and capabilities as a mail route. The classification could be made by some of the prominent characteristics common to all the lines, but of different values, as of construction, equipment, operation, maintenance, and earnings per mile, so arranged in groups by the values that appear within set limits of each other, shall be considered equal in a class and dividing the whole to possibly four, certainly to not more than six classes. Such classification would be a recognition of commendable efforts on the part of railway companies to improve the efficiency of their railway service, and would also give character to the tenth paragraph of the Second-Assistant Postmaster-General's circular "For the information of the proprietors of railways," and regarding which the present method of compensation makes no distinction. With the routes classified, the best or first class should have the highest rate, and diminishing that to the lower classes in proportion to the difference in character of the several classes. The rate per mile-ton for each class may be designated in a amount "per mile per annum of route's length" in the same manner as the present schedule.

The method is comprehensive and practicable. It will afford intelligent data indisputable and discrimination wholly avoidable.

The rate should be found by a board, experts in the cost of construction and operation of railways.

The accompanying circulars showing none of the elements composing the present schedule, it is impossible to determine its basis, but by a reduction of the routes to a ton-mile rate, we find that the 200-pound route must go 10 miles to make 80 cents, while the 2,000-pound route makes $2.40 for the same distance; and we know that so long as the car must go, which is the great factor in the rate, the difference in the actual cost of transporting the 200 pounds and 2,000 pounds will not warrant any such difference in the rate.

The inference is, that the light-service routes are rated too low, or the heavy lines too high, and the result is, that the light service, embracing perhaps more than two-thirds of all the mileage, operates in effect as tributaries to the heavy mail routes, giving them the advantage of the through mails on a scale of rates and weights that seems to me unwise and unjust in the extreme.

Respectfully submitted.

T. H. PERRY,
Chief Engineer.

E. H. WALDRON, Esq.,
General Manager.

[Office of Laurel Fork and Sand Hill Railroad Company. W. C. Stiles, jr., general agent.]

VOLCANO, W. VA., *April* 9, 1883.

SIR: I have your letter of 31st ultimo, which I have submitted to our lessees, the West Virginia Transportation Company, and hand you their reply on back of your letter.

In the case of this railroad the present low rate for transportation of mail works a great hardship on the company or its lessees, inasmuch as frequent trips are made only because the mail must be carried. The compensation allowed is only the fare for one passenger for each of the four half trips made (2 round trips daily).

Yours, truly,

W. C. STILES, JR.,
President.

RICHARD A. ELMER, Esq.,
Chairman Committee on Revision of Laws Governing Postal Transportation by Railroads, Washington, D. C.

[Office of the West Virginia Transportation Company, lessee of the L. F. & S. H. Railroad.]

PARKERSBURG, W. VA., *April* 6, 1883.

Respectfully returned through W. C. Stiles, jr., president L. F. & S. H. Railroad Company.

Our experience has been too limited to enable us to give advice that would be beneficial to the Department in the matter of through or long lines of railway mail service.

We have experience enough, however, to convince us that the arbitrary fixing of compensation on such a short line as ours, evidently prorated on the same principle as compensation is awarded to long lines, is wrong.

The service we now render, of two round trips per day, at less than $1 per day, is so manifestly unjust that we take this occasion to ask the Department to at least double the compensation when it would still be less than the service could otherwise be obtained. In fact, we are debating whether we shall not decline to accept the service unless upon some other basis than the present, which is decreasing year by year.

Upon this principle we respectfully suggest that such short lines be eliminated from regular railway service, and put upon some other basis.

M. C. C. CHURCH,
Secretary.

[Lehigh and Lackawanna Railroad Company, 226 South Third street. F. C. Yarnall, president.]

PHILADELPHIA, *April* 5, 1883.

SIR: Replying to yours of the 2d instant, I would say that the rates of compensation for postal service which were paid to this company prior to the reduction of 10 per cent. under act of July 12, 1876, section 1, and the further reduction of 5 per cent. under act of June 17, 1878, were satisfactory to us, and would be if restored. Such a rate was, in my opinion, equitable, and no more than it was worth.

Yours, respectfully,

F. C. YARNALL,
President.

RICH'D A. ELMER, Esq.,
Chairman of Committee on Revision, &c., Washington, D. C.

[Louisville and Nashville Railroad Company. Office of vice-president and general manager.]

LOUISVILLE, *Ky.*, *November* 24, 1883.

SIR: Your favor of October 10 was duly received.

I cannot now well make any argument upon the subject under consideration by your committee.

I wish simply to call your attention to the fact that the compensation received by the Louisville and Nashville Railway Company for the transportation of United States mails is wholly out of proportion to the services rendered.

During the last fiscal year the compensation for services rendered to the Post-Office Department, over 2,034 miles of railway, was $292,281.69. During the same time the mileage of postal cars was 1,069,367. (See Annual Report of Louisville and Nashville Railroad Company for year ending June 30, 1883, p. 43.)

If we credit the total compensation to the service rendered by postal cars, the revenue per car-mile isbut a fraction over 27 cents.

Please bear in mind, however, that over a large mileage of branch roads no postal-cars were run, the mail being carried in baggage cars or combination baggage and mail cars.

The mileage reported for postal cars covers mail service only on the following routes, viz: Between New Orleans and Montgomery, 320 miles; between Nashville and Cincinnati, 300 miles; and between Bowling Green and Memphis, 258 miles, or a mileage of only 878 miles out of a total of 2,034 miles over which this company furnishes mail facilities.

On the other lines of the company the mail is transported in the combined baggage and mail cars, a compartment being arranged in these cars especially for the use of mail agents, and in accordance with the directions of the Post-Office Department. Mail is carried in this way over the following routes, viz:

Number of route.	Route between—	Miles.
20006	Bardstown Junction and Bardstown	17
20007	Lebanon Junction and Livingston	110
20011	Glasgow Junction and Glasgow	10
20024	Lebanon and Greensburgh	31
20025	Henderson and Nashville	151
23032	Saint Louis and Evansville	208
19006	Nashville and Decatur	119
17004	Decatur and Montgomery	189
17002	Montgomery and Selma	50
17017	Selma and Pine Apple	38
16003	Pensacola and Whiting Junction	45
20003	La Grange and Lexington	67
20012	Anchorage and Shelbyville	19
20023	Louisville and Prospect	11
20026	Shelbyville and Bloomfield	27
17026	Whiting Junction and Repton	30
20007	Richmond Junction and Richmond	34
	Total	1,156

On these lines there was a mileage by combined baggage and mail cars of 1,422,161 miles.

In addition to this, it should be borne in mind that on the routes over which we run postal cars there is a daily local mail service by means of the mail department in the combined cars.

In addition to this service, we also transport a large quantity of locked mail-pouches in baggage cars, in charge of our baggage-masters.

I am sorry that our statistics of mail transportation are not in such shape as to permit my giving you more definite figures, but those already given will show, I think, how very inadequate to the service is the compensation.

The average rate for transportation of freight received by this company last year was 1.323 cents per ton per mile. Allowing for the heavy postal cars the same capacity as our standard freight cars, 20 tons, we find the average revenue per car per mile, at freight rates, would have been 26.46 cents, while the receipts from the Post-Office Department amounted, as before shown, to only a fraction over 27 cents per car per mile, after crediting postal-car service with the total revenue. This leaves no revenue for the mail service on 1,156 miles, a great part of which was between commercial centers like Saint Louis and Evansville, Henderson and Nashville, Decatur and Montgomery, Louisville and Lexington, &c. It certainly cannot be called a just compensation which gives for the postal service on 878 miles of road, in express trains at a high rate of speed, in cars constructed especially for the service, expensive to construct and to maintain, but little more per mile than is received for ordinary freight transportation, and when this rate is reached leaves nothing for the service performed on the other 1,156 miles of this company's lines. For your further information I inclose copy of our annual report for the year ending June 30, 1883, calling attention to table No. 1, pp. 43–46.

I regret the delay in replying to your circular letter of 10th October, but great press of other business has prevented my giving it earlier attention. With great respect, I beg to remain,

Yours, truly,

M. H. SMITH,
Vice-President.

HON. RICHARD A. ELMER,
Second Assistant Postmaster-General, Chairman Committee on Revision, &c., Washington, D. C.

[Maine Central Railroad. George E. B. Jackson, president; Payson Tucker, general superintendent.]

PORTLAND, *May* 4, 1883.

SIR: Your circular letter of above date failed to reach this office promptly, and this must be my excuse for delay in answering.

I beg to suggest the following as to the compensation of railroad companies for carrying mails:

1st. The basis of payment, viz, weight of mails and size of cars required for mail service, is in my opinion equitable, and perhaps as fair as any that can be devised.

2d. The present compensation for transportation of mails is not sufficient for the service performed, and less than is paid for transportation of express freight, taking into consideration the dispatch required and the incidental expense of the service. As illustration of this, I notice that the compensation received by this company in our last fiscal year for transportation of mails was, after deducting expense of delivery by us at points away from stations, $65,776.50, while for the same period, for one-third the space required and weight carried, express companies paid us over $40,000. In the same proportion we should have received for mail service at least $100,000.

3d. It is a hardship upon railroad companies to be compelled to deliver mails at places other than stations on the line of their road, and the expenses of such delivery should be borne by the Post-Office Department.

4th. The weighing for thirty days in May or June on this road does not furnish a proper basis for determining the compensation for mail service for the next four years; the weighing should be at two intervals of thirty days each, say in January and July, and the average weight thus determined should fix the compensation.

5th. As Congress arbitrarily determines the rate of compensation, and has done so hitherto without consultation with transportation companies, it would be equitable to leave some discretion to the Post-Office Department in regard to mail pay, so that it shall not be bound by cast-iron rules in determining compensation for carrying mails on railroads in different sections of the country and under varying circumstances materially affecting the value of the service.

I have the honor to be, very respectfully,

GEO. E. B. JACKSON,
President Maine Central Railroad.

HON. RICHARD A. ELMER,
Second Assistant Postmaster-General, Chairman of Committee.

[Marquette, Houghton and Ontonagon Railroad Company. Samuel Schoch, general manager and superintendent.]

MARQUETTE, MICH., *November* 1, 1883.

DEAR SIR: In reply to your favor of 31st March I beg to say:

Considering the question of mail transportation from our own standpoint, it would appear that the remuneration therefor should be governed by the circumstances surrounding each particular case.

A scale of compensation which may be equitable, and even liberal, when applied to roads running over a level country and in a temperate climate, becomes unjust and insufficient when applied to a railway situated as this one is. Our line runs through a hilly country, sparsely populated and covered for six or seven months in the year with heavy snows. Our grades are heavy, and cuts many and deep, and the winters are intensely cold. We are therefore under extremely heavy expense to keep our line open during the winter, and from the close to the opening of navigation always operate it at a loss; and yet we are paid upon precisely the same scale for mail service as roads which carry frequent and heavy mails across the thickly settled prairies of Illinois.

In consideration of the above, I think our pay for transportation of mails is inadequate, and does not compensate us for the service performed, and that it should be increased by at least 50 per cent.

Though not directly embraced in the questions asked in your letter, I will remark that the practice of assessing fines upon railway companies for failure to get mails through on time, caused by storms or unavoidable accidents, is unjust to the carriers and should be abolished. Our line is frequently rendered quite impassable by heavy snows, and although we use our utmost exertions to get our trains through and carry the mails on the next trip any way, we are fined for the trips we fail to make, just as if we had not performed the service at all. I do not think the fines have any effect whatever to stimulate railway companies to greater exertions to get trains through. All that is possible to be done to that end would be done if there were no mails carried; and I am therefore of opinion that the fines are a hardship and an injustice to the carriers.

Very respectfully,

SAML. SCHOCH,
General Manager.

HON. RICHARD A. ELMER,
Chairman, Washington, D. C.

[The Mexican National Construction Company (Compania Constructora Nacional Mexicana). Superintendent's office, Frontier Division. The Texas Mexican Railway Company (Southern Division). The Mexican National Railway Company (Northern Division). Compania del Ferrocarril Nacional Mexicana (Division Del Norte). F. A. Lister, superintendent.]

LAREDO, TEX., *June*, 4, 1883.

DEAR SIR: In reply to your request of April 2 for our views on the subject of compensation for postal transportation on railways, I would reply to your first question, "As to the proper basis for postal service, and the elements of which it should be composed," that in this as in all other operations the only proper basis of compensation can be the actual work performed, and this in the case of postal transportation can properly be determined only by the circumstances in each case; and that the amount of weight carried and the distance traveled is frequently a very faulty criterion of the amount of work actually performed. Take the case of the Texas-Mexican Railway as an example. Our daily compensation at present, based upon weight and distance, is $19.11 per day. For this small amount of money we are compelled to run an eight-wheeled car a round trip over 161 miles of road, or 322 miles, for less than 6 cents per mile. In this car we provide an office and carry a clerk. In other words, for hauling an eight-wheeled baggage-car and one passenger 161 miles, we receive about $9.50, while the lowest rate we charge for the transportation of freight, on freight-trains, for the same distance is $35 per car, which, plus the fare of one passenger, at 3 cents per mile, would make our compensation about $40 per car per trip. While the amount of mail and the room required does not occupy the whole of this eight-wheeled car, yet if the mail were taken off the road we would at once take the car off, as the amount of express and baggage and number of passengers carried in the full passenger-car and the eight-wheeled express and mail car could be carried in one combination car, with one end devoted to passenger and the other to baggage. It seems to me, therefore, that a compensation based on weight and mileage can only be properly applied when the mail is carried the same as express freight, that is, in bags, to be stowed away in the smallest possible compass, and without the company being obliged to provide an office for its distribution and the transportation of a clerk.

As to the rate or rates of compensation, I think a road running through a sparsely-settled country should have a greater proportionate compensation than one running through a thickly-populated country, especially a road like the Texas-Mexican, which connects an important Gulf port with the largest frontier town on the Rio Grande.

The road between Galveston and Houston has not one-third the mileage which the Texas-Mexican has, yet receives far greater compensation for carrying the mails 50 miles than this road does 161 miles, notwithstanding this road provides all, if not the same, conveniences for the service which the shorter road supplies.

Respectfully, yours,

F. A. LISTER,
Superintendent.

R. A. ELMER, Esq.,
Chairman Committee on Revision of Laws Governing Postal Transportation on Railways, Washington, D. C.

[Milwaukee and Northern, and Wisconsin and Michigan Railroads. C. F. Dutton, general superintendent.]

OFFICE OF GENERAL SUPERINTENDENT,
Milwaukee, April 16, 1883.

DEAR SIR: Your favor of the 2d instant, inclosing circular concerning a system of gauging the rates of pay for carrying the mails on railroad routes, received. In answer, I will say, the proper basis of compensation for postal service should, in my opinion, be regulated by the following specifications:

First. Weight of mail and distance carried.

Second. Facilities furnished by railroad companies for carrying and handling such mail upon its trains.

Third. Carrying of mail between depot and post-office at intermediate stations on its line. As I understand the present regulation, except at terminal stations, the railroad company receives no compensation for carrying mail between depot and post-office if the post-office is within 80 rods of depot, although responsible for safe delivery of same. In case of our road, alone, we carry the mail in all between depots and post-offices 79.04 miles every month of twenty-six working days. As we have to make two trips to the post-office for each mail-train, one before it arrives to receive mail from, and one after it departs to deliver mail to the post-office, really we perform service 158.08 miles every month for which we receive no compensation.

Fourth. The delivery of mails at post-offices when trains do not make regular stops entails additional expense and delay.

Fifth. The carrying of mail upon trains where there is no route agent provided by the Government is an additional expense and risk to the railroad company.

Sixth. Transferring mail-pouches from one train to another at junction of routes is another expense.

Regarding the matter of compensation according to weight, in my opinion a system of classification should be adopted for the fair remuneration of railroad corporations. For instance, a railroad requiring only one-half of a car for the mail service incurs nearly as much expense to the company where the mail requires a whole car, as on small roads like the Milwaukee and Northern. We are obliged to haul two cars for mail, baggage and express. One car is used for baggage and express; one-half of the other car for mail, leaving one-half the car unused, which is virtually useless to the company, and were it filled with mail would be but a trifling additional expense.

Yours, truly,

C. F. DUTTON,
General Superintendent.

RICHARD A. ELMER, Esq.,
Chairman Mail-Route Committee, Washington, D. C.

[Mississippi and Tennessee Railroad Company. F. M. White, president.]

MEMPHIS, TENN., *November* 7, 1883.

DEAR SIR: Your several favors of April 2 and October 10, 1883, received, and should have had earlier attention, but really I have been and am still at a loss exactly how to reply.

There are so many conditions and circumstances to be considered in connection with railroad transportation of mails that I must confess that their classification and reduction to any fixed rules appear to me a very difficult problem.

First. The cost and character of the service should furnish the basis of compensation, allowing a fair percentage of profit to the contractors. In determining the cost, the following items should be considered:

(1) The transportation of mail agents and employés.
(2) Mileage of car used in mail transportation.
(3) Consideration for use of special car.
(4) Expense of collecting and delivering mails at the different post-offices.
(5) Usual rates for weight of mail matter transported.
(6) The penalty required in case of failure to make mail-schedule time should also have some consideration.

Second. The rate of compensation should be governed by the amount of service required and the distance carried; that is to say, the short lines should be paid more in proportion than those of greater length, the ratio of expense being greater the less the distance and weight of matter transported.

Hence in establishing rates of compensation the length of the different lines and the weight of mail matter should be considered, and the rates fixed on a graded scale corresponding with the various circumstances and conditions attending the service.

Yours, truly,

F. M. WHITE, *President.*

Hon. RICHARD A. ELMER, *Chairman, &c., Washington, D. C.*

[Office of Narragansett Pier Railroad Company. John N. Hazard, president, Peacedale, R. I. D. M. C. Stedman, secretary and treasurer, Wakefield, R. I.]

PEACEDALE, R. I., *April* 16, 1883.

DEAR SIR: Your communication of the 31st ultimo was duly received. In reply I would say that I am not in a position to give replies to your questions that I should consider of much value, for the reason that my knowledge of the working of the present system of compensation is confined to the little road with which I am connected. In this case I do not regard the payment received as sufficient for the service rendered. The road is about nine miles long, and we get for the year about $400. We are obliged to deliver the mail at the offices, distant some half mile from terminus of road, and for this service have to give privileges worth about $200 per annum, so that the compensation received by us is only $200 per year. We should not be willing to perform the service for this price, except that if we did not do it the public would be put to great inconvenience. We think it unjust that we should be forced to deliver the mail beyond our terminus. Even if we were not obliged to do this, the rate of compensation is very low for a short road. You are doubtless well aware that a short line cannot afford to carry freight at the same rate per mile as a long one, and I would suggest that it would be fair that a higher rate should be paid in such cases. I am aware it may be difficult to draw the line in a general law, but it might be so arranged, I believe, as to be much fairer than at present. Regretting that I am unable to give fuller replies to your questions, I am,

Yours, very respectfully,

J. N. HAZARD,
President.

RICHARD A. ELMER,
Chairman.

[Nevada Central Railway. Office general superintendent. F. W. Dunn, general superintendent.)

BATTLE MOUNTAIN, NEV., *October* 25, 1883.

DEAR SIR: Referring to your circular of October 10, will say that it occurs to me as being entirely unfair to exact transportation out of railroads carrying less weight than the required amount for a messenger at same rates as those given to roads that have messengers. Take this road, for instance; we are compelled to carry the mail, furnish both the transportation and messenger, for the same rate per mile, or less, than paid to the Eureka and Palisade road, and they furnish nothing but the car to transport it in. If we meet with loss we must stand it, while if they meet with loss, by robbers or otherwise, the Government stands it, thereby receiving more pay for less service. The simple weight of mails amounts to nothing; it is the service that costs, and it would make little or no difference to us if we carried 1,000 pounds per day.

Formerly this route paid to stage company $13,000 per annum for less service than we give and for 12 hours' longer time. We subcontracted for $9,000 for one year, when the Government discontinued the contract and compel us to carry for less than $4,000, out of which we have to pay $600 at Austin for hack to and from the office. My idea would be to pay railways for the service rendered, taking in consideration the location and portion of the country. For instance, Nevada is much more expensive to do work in than New York, and railways in Nevada and other Western States should receive at least twice the pay for the service. Had we not taken Government land to build our road on, I should refuse to carry the mails for less than $6,000 per year, which is as low as it can be done; less than that is a loss. I mentioned the Eureka and Palisade road as receiving more than we do on account of weight. They, however, do not receive enough for their service, and I only mentioned this as an example of two grades.

The speed of mails in the West makes some difference, but not so much on small routes, such as the two in question.

I would suggest that the service be left to the discretion of the Superintendent of Railway Mail Service, and let him send his traveling man to report on the service and make the price.

I have the honor to be, sir, yours, very respectfully,

F. W. DUNN,
General Superintendent Nevada Central Railway.

R. A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

[Nevada County Narrow Gauge Railroad. Superintendent's Office. John F. Kidder, general superintendent; Geo. F. Fletcher, secretary and auditor.]

GRASS VALLEY, *October* 26, 1883.

DEAR SIR: To yours of May last (never received), the contents of which I judge from circular of 10th instant, would reply, that regarding pay for mail service on railroad lines, in my humble opinion the present law compelling the small roads to carry the mails to and from the terminal post-offices is injurious, unless a much larger compensation is allowed for mail service; as, for example, our road is paid now for annual mail service $1,599.20, of which amount we expend $300 for service to and from the terminal offices, leaving $1,299.20 as our proportion, and for this we are expected to issue free transportation to the officers and attachés of the Railway Mail Service, and to those having passes from the Department at Washington, a sum total probably of $150 per year, still further reducing our compensation to about $1,150. Our tariff for ordinary freight from Colfax to Nevada City is 23 cents per 100 pounds, and for a large proportion of our freight is double those rates, or 46 cents per hundred, and it must be recollected that freight is delivered to and received from us at warehouses.

The compensation for mail service is based upon a weighing taking place for 35 days, from April 1 to May 5, a season of year when the mails are well known to be much lighter than at any other. Hence, I would respectfully suggest that the adjustment be made on weights of mail from December 1 to January 5, and that non-subsidy short lines receive for their service a compensation of four times the rate of ordinary freights, and that the mails be delivered to them and received from them at their terminal stations, and that they be not expected to furnish free transportation to any officers of the Department other than the superintendent and assistant of the railway division under which they operate.

I have the honor to remain, most respectfully, your obedient servant,

JOHN F. KIDDER,
General Superintendent.

Hon. R. A. ELMER,
Chairman Committee on Revision of Postal Laws, Washington, D. C.

[The New York Central and Hudson River Railroad Company.]

GRAND CENTRAL DEPOT,
New York, November 12, 1833.

GENTLEMEN: We are in receipt of your manuscript letter and circular requesting us to lay before your committee any information in our possession upon the general subject of railway transportation as affecting the proper rates of pay for carrying the United States mails, in order that you may be better able to come to a just conclusion in recommending a more complete system of gauging the rates of pay for carrying the mails on railrod routes under the following order:

"WASHINGTON, *March* 5, 1883.

"*Ordered*, That Richard A. Elmer, the Second Assistant Postmaster-General, William B. Thompson, the General Superintendent of Railway Mail Service, and Isaac C. Slater, the Superintendent of Railway Adjustments, be a committee to frame and submit to the Postmaster-General a system for gauging the rates of pay for carrying the mails on railroad routes, in accordance with the provisions of section 3 of an act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1884, and for other purposes.

"Approved March 3, 1883."

"T. O. HOWE,
Postmaster-General."

Section 3 of act referred to:

"That the Postmaster-General is hereby directed to make a thorough investigation into the railway mail service of the United States, and report to Congress in December next, with the data upon which it is based, a more complete system of gauging the rates of pay for carrying the mails on railroad routes, if practicable, in order to secure the better protection of the interests of the Government and the adjustment of rates of compensation for the service required."

Such an important change has taken place in the mode of transporting the mails on railroads since 1864, that it becomes necessary to mention them in order to arrive at proper conclusions.

Prior to 1864 mails were carried in baggage-cars, and were delivered and received at such stations only as trains stopped. The service rendered by the railroads under this plan was purely legitimate transportation. The mails were transported in the same manner as ordinary baggage, and occupied but little space, the work of assorting and distributing being performed at the post-offices.

As the mails increased in importance, a demand arose for saving time by greater speed and otherwise, and to utilize the time spent in transit, postal cars, or, as they are now designated by the Post-Office Department, "railway post-offices," were introduced, by which the mails could be assorted on the cars while in motion. These postal cars are in effect post-offices on wheels, or "railway post-offices," and are fitted up in all respects similarly, carrying postal clerks, who distribute the mails while in motion; the delay which had formerly been incident to mails going into offices to be distributed being avoided, and by means of what is called catcher service, mails are taken on without stopping trains, making a still further saving in time. It is claimed on the part of the railroad companies that the running of these cars is a special service, having no real connection with railroad obligations as carriers. It was stated by Mr. Bangs, then Government Superintendent of Railway Mail Service, that should the running of postal cars be suspended it would oblige the Department to hire three or four large warehouses in New York to do the mail distribution that was done upon the railway trains.

When these cars were introduced, promises were made as regards compensation for running them which have never been fulfilled, and it was on the faith of such promises that the service was undertaken. After much ineffective negotiation and discussion, a number of the leading railways proposed to terminate this special service, and finally, in January, 1873, notified the Postmaster-General that on the 1st of April following they should stop hauling post-office cars over their roads unless provision of law was made for compensation at what should be deemed a fair rate. This action, it will be remembered, created considerable sensation and provoked much discussion, in the course of which the railroads were unfortunately greatly misrepresented, and were placed before the public in quite false positions. The result of this action on the part of the railroads was that the Postmaster-General brought the matter to the attention of Congress, and the United States Senate, on March 24, 1873, appointed a committee to inquire into the subject. This action was satisfactory to the railroads, and they met the committee and made full statements. It was conceded by all parties representing the Government that payment ought properly to be made upon the basis of space and speed, and many roads claimed that 13 mills per linear foot of car per mile for ordinary speeds was no more than a fair compensation, but the committee did not make any positive recommendations. Whereupon the whole matter was referred to Senator Mitchell as a subcommittee, who, after a thorough investigation, made (in June, 1874) an elaborate report. On page 29 of that report he says:

"The present method of payment is faulty; a new method sould be devised and based upon space and speed and frequency of service. To this all agree."

He also reported 8 mills per linear foot of car per mile run equal to 24 cents per 30-foot car per mile run as the general rate; and a bill was subsequently introduced by Senator Mitchell in the Forty-third Congress, providing for payment with reference to space and speed, fixing rates at the following per linear foot of car, or its equivalent of 9 square feet, per mile:

		Mills.
15 miles per hour	per linear foot	6¾
20 miles per hour	do	7
25 miles per hour	do	7¼
30 miles per hour	do	7½
35 miles per hour	do	8
40 miles per hour	do	8½
45 miles per hour	do	9½
Over 45 miles per hour	do	10¾

This bill also relieved the railroads from what is known as "messenger service," this service being a requirement of the Post-Office Department that the railroads shall deliver the mails under certain circumstances to the post-offices, a service entirely foreign to their business as carriers, and which the Post-Office Department itself has for years admitted the railroads should be relieved from. Senator Mitchell speaking of this service in his report says:

"Your committee are of the opinion that the complaint of the railroad companies in respect to their present obligation to transport the mails between stations on the line of their routes and post-offices not more than one-fourth of a mile distant from stations is well founded, and that such service should not be required, inasmuch as it is a service outside of the usual and ordinary business of such companies."

Senator Mitchell's bill failed to become a law, and the whole matter, after all the consideration that had been given to it, was left in its former unsettled condition. In view, however, of the serious inconvenience, or rather actual damage, a discontinuance of the special service would occasion to the public, the railroad continued it, hoping that another year would bring some reasonably fair action on the part of Congress.

During the Forty-fourth Congress (1876) a bill was introduced by Mr. Stone, of Missouri, which recognized the space and speed principle, and granted relief from the messenger service. It fixed the following rates per linear foot of car per mile:

		Mills.
25 miles per hour	per linear foot	6
30 miles per hour	do	7
35 miles per hour	do	8
Over 35 miles per hour	do	9

Upon the introduction of Mr. Stone's bill a number of railroad representatives visited Washington and had several interviews with the Post-Office Department, and appeared before the Committee on Appropriations, to which the bill had been referred.

Although the rates named were not such as would afford any margin of profit for continuing the special service, they finally agreed amongst themselves to accept the whole bill—the messenger service being somewhat of a consideration—as a compromise; and under it to treat the questions at issue as substantially disposed of and to give the mail service the utmost efficiency. They were assured by the Post-Office Department that the bill had their cordial approval. The bill was reported to the House, amended so as to give six mills per foot up to 25 miles per hour, and all speeds, no matter how great, above that were put at the uniform rate of seven mills per foot, besides which the relief from messenger service was stricken out, as was also an allowance of 1 cent per mile for fares of special agents of the Post-Office Department when traveling in passenger cars on general business of the Department. When considered in the House, it was further amended by a provision that no railroad should receive more than $600 per mile of road per year for mail service, although the bill required in effect that it should be the duty of every railroad to carry mails upon any and all trains. The effect of the limitation would have been to compel railroads to perform the excess of service incidental to their geographical position for nothing.

On the 1st of July, 1876, the compensation of all railroad companies for the transportation of mail was reduced 10 per cent. from the rates fixed under the act of March 3, 1873, for the transportation of mails on the basis of the average weight. The result of this reduction was the withdrawal of the "fast mail" by the trunk lines, which was composed exclusively of well equipped postal cars, and which, over this road, had made the run between Chicago and New York on the schedule time of 26 hours, it being claimed by the companies that the rates of pay were not sufficient to compensate them. The same Congress appointed a commission to investigate the subject of mail transportation, to determine, if possible, what rates of pay ought to be fixed for the service. This committee collected a vast amount of statistics, but did not result in a change in the law.

On July 1, 1878, the rates for the transportation of mails on the basis of weight were reduced an additional 5 per cent., which it was understood was to keep the cost of transportation to the Government within the amount appropriated.

The rates now obtaining are, therefore, under the act of March 3, 1873, as amended, as follows:

Average weight of mail, whole distance, per day.	Pay per annum per mile of route's length.	Pay, less deduction of 14.5 per cent.
1 to 200 pounds daily	$50 00	$42 75
200 to 500 pounds daily	75 00	64 13
500 to 1,000 pounds daily	100 00	85 50
1,000 to 1,500 pounds daily	125 00	106 88
1,500 to 2,000 pounds daily	150 00	128 25
2,000 to 3,500 pounds daily	175 00	149 63
3,500 to 5,000 pounds daily	200 00	171 00

For each additional 2,000 pounds, $21.38 additional.

Railway post-office cars per daily line per mile per year:

40 feet	$25
45 feet	30
50 feet	40
55 to 60 feet	50

The service required to be performed is as follows:

(1) Mails carried in postal cars properly furnished, lighted, and heated, and in charge of a number of clerks attending to its distribution, which was formerly performed at the several post-offices.

(2) Mails carried in apartments of baggage-cars of various sizes, in charge of route-agents, who attend to its assortment.

(3) Mails carried in baggage-cars in charge of messengers, who receive and deliver at the various stations.

(4) Mails carried in baggage-cars, like baggage, in charge of the baggage-master.

And in addition to this the railroads are required to deliver the mails into and take them from the post-offices located within eighty rods from any stations at which trains stop.

Under the foregoing-named rates this company receives for performing the service the following pay:

Adjustment of mail service from January 9, 1882, to June 30, 1883.

Number of route.	Route.	Distance.	Average number of trips per week.	Average weight whole distance per day.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Pay per mile for transportation.	Pay per mile for railway post-office cars.	Total pay per mile.	Remarks.
		Miles.									
6011	New York and Buffalo	442	46½	84,498	$450,848.84	$153,020 00	$603,868 84	$1,020 02	$320 00 280 00	$1,020 02 320 00 280 00	On 442 miles. On 289.50 miles. On 152.50 miles.
6012	Troy and Shenectady	22	24½	22	4,081 88		4,081 88	185 54		185 54	
6013	Syracuse and Rochester	104	26½	4,046	16,361 28	4,160.00	20,521 28	157 32	40 00	197 32	
6014	Canandaigua and Tonawanda	86	6	196	3,676 50		3,676 50	42 75		42 75	
6015	Lockport and Buffalo	22	18	290	1,072 28		1,072 28	48 74		48 74	
6016	Buffalo and Lewiston	29	33½	1,159	2,653 21		2,653 21	91 49		91 49	
6018	Rochester and Niagara Falls	76	25	3,495	11,306 52		11,306 52	148 77		148 77	
6021	Rochester and Charlotte	9	17½	207	384 75		384 75	42 75		42 75	
6022	New York and Chatham	130.50	12	1,295	12,719 83		12,719 83	97 47		97 47	
6023	Golden's Bridge and Mahopac	7.50	12	95	320 62		320 62	42 75		42 75	
6106	Albany and Troy	7.37	75	8,269	1,518 66		1,518 66	206 06		206 06	
					504,944 37	157,180 00	662,124 37				
	Extra allowance for special train on Route 6011						25,000 00				
							687,124 37				

Routes 6011 and 6013 weighed 60 days from February 8, 1882. All others weighed 30 days from April 27, 1881.

The postal-car service included in the foregoing statement is as follows:

Route 6011.—*New York and Buffalo.*

1 daily line, 49.5 feet, railway postal cars, at $40	$40
2 daily line, 50 feet, railway postal cars, at $40	80
4 daily line, 60 feet, railway postal cars, at $50	200
Total	320
$320 per mile for 442 miles	141,440

Route 6011.—*New York and Syracuse.*

1 daily line, 49.5 feet, railway postal cars, at $40	$40
$40 per mile for 289.5 miles	11,580

Route 6013.—*Syracuse and Rochester.*

1 daily line, 49.5 feet, railway postal cars, at $40	$40
$40 per mile for 104 miles	4,160

Recapitulation.

7 daily lines, New York and Buffalo	$141,440
1 daily line, New York and Syracuse	11,580
1 daily line, Syracuse and Rochester	4,160
Total received per year for postal-car service	157,180

We have now preliminarily given you, as briefly as possible, an outline of the service as deduced from what has already taken place, together with the pay this company is now receiving for such service, and as to the questions you are called upon to decide, viz: The proper basis and rates of compensation as applicable to this company, we respectfully submit the following:

We are of the opinion that the basis of speed and space are the proper elements to use in order to arrive at a just and equitable compensation, and as the service is performed by the passenger trains, the rate should not be less than the average rate received for such service. This average rate naturally varies from year to year in accordance with the fluctuations in traffic, but we submit as a minimum rate for a minimum speed one that, under any circumstances, would be as low as previous operations would warrant in naming. An increase in speed creates an increase in cost of operating, and we therefore submit a schedule of rates per linear foot of car per mile for different degrees of speed, predicated upon the revenue received by this company for similar passenger service.

		Mills.
Speed of 20 miles per hour	per linear foot	6.00
Speed of 25 miles per hour	do	6.50
Speed of 30 miles per hour	do	7.50
Speed of 35 miles per hour	do	8.50
Speed of 40 miles per hour	do	10.00
Speed of 50 miles per hour	do	13.00

Weight in any one car not to exceed 14,000 pounds.

Such a basis of compensation could not possibly fall into abuse, inasmuch as the space required by the Department would be designated according to its requirements, while under the present law the compensation is based solely on net weight (with additional pay for entire postal cars only), and fixed arbitrarily by the Government upon a thirty or sixty days' weighing once in four years. Besides this, the mails are carried on any train the Department may see fit to designate, without any provision for such extra carriage, the compensation being the same. The railroad companies receive, as hereinbefore stated, an additional sum for entire postal cars, but nothing additional for apartments in mail cars, some of these apartments being 20 feet in length and devoted exclusively to mail matter, the weight of which (and on this the pay is based) being comparatively nothing. We claim also that the service should commence and end at the stations, and that the railroad companies should not be held responsible for accidents to mail agents that are now carried free, and that no others connected with the Department should, as a right, ride free. The imposition of the delivery of mails to the post-offices under the law not only takes the agents of the company away from their duties of attending to the public demands, but intrusts them to parties irresponsible to the Department, and becomes frequently the source of much complaint. The mail agents should be placed upon the same footing as employés of the company in respect to the liability of the company for personal injury and releases obtained for its protection.

Your attention is especially called to a service performed by this company in running a fast train out of New York at 8.50 p. m., composed exclusively of railway post-office cars. This train was not originally put on for the Department, as a special train, but carried both express and mail, but in order to make the time and thus the connections necessary to meet the demands of the Post-Office Department for the mail service, we were compelled to make a division of the service and run two trains instead of one. Only the usual compensation is paid for this train, although the result was the cost of running two trains instead of one.

For such limited or special service, involving necessarily largely increased expense, a higher rate of compensation should be paid than for the usual service, and we have felt assured that the Department would so recognize it. The service of this special train has been closely watched by the officers of the Post-Office Department, and, if from any cause a passenger or other car is attached to it, the fact is noted by them, showing that they require such service and desire it to be carefully and faithfully performed. Inasmuch as no other railroad company runs such a special train, no comparison with rates paid other roads can be made, but we respectfully insist that we should receive extra compensation for such extra service.

In conclusion, we desire to add that we think the Trunk Line Companies over whose railroads the bulk of mails are carried, and who have provided, at large expense, all facilities necessary to properly and expeditiously perform the service required, should be especially considered in the adjustment and receive compensation accordingly.

Respectfully yours,

J. H. RUTTER, *President.*

To RICHARD A. ELMER,
Second Assistant Postmaster-General,
WM. B. THOMPSON,
General Superintendent Railway Mail Service,
ISAAC C. SLATER,
Superintendent Railway Adjustment,
Committee on the Revision of Laws Governing Postal Transportation by Railroad.

LYNCHBURG, VA., *May* 15, 1883.

DEAR SIR: In response to your communication under date of April 2, I beg to submit for the consideration of your committee, on behalf of the Norfolk and Western, Shenandoah Valley and East Tennessee, Virginia and Georgia, and Memphis and Charleston Railroad Companies, the following facts and views bearing upon the question of compensation to railroad companies for the transportation of mails:

Your committee is too well acquainted with the practical operation of the present basis of adjusting the compensation of railroad companies for the transportation of the mails—that of *net weight*, to render it necessary or desirable for me to submit any argument in support of the fact that this method is unfair and unjust, and that the rate of compensation does not bear a proper relation either to the cost or to the value of the services rendered—that the method is antiquated (a relic of the old stage-coach service), that it is liable to frauds and abuses, and that justice to all parties interested demands the substitution of a more equitable and reasonable basis. As an example of the great hardships imposed upon certain railroad companies by the present method of adjusting compensation, I beg to invite the attention of your committee to the case of the Shenandoah Valley Railroad. During the period from July 1, 1882, to March 1, 1883, that company furnished the Post-Office Department with 3,784,506 lineal feet miles of postal and combination car service. Its compensation for the mail service during the same period was $10,671.41, equal to 0.28 cent per lineal foot mile of car space furnished. Pig iron carried on slow freight trains at the low rate of 1⅛ cents per ton per mile pays the company about 0.86 cent per lineal foot mile, or about three times as much as the United States Government pays for the transportation of mails, including the transportation of messengers and clerks, and the cost of light, fuel, &c. The Shenandoah Valley Railroad is not, as it might be supposed, a local or branch line, but forms a part of a great through line between the North and the South, furnishing postal-cars and a double daily service. In view of such facts it is not too much to say that, under the present method of adjustment, the United States Government is levying forced contributions upon certain railroad companies for the support of its Post-Office Department, and that the greatest burdens fall upon the railroad companies that are least able to bear them. The Government not only forces railroad companies to perform services without adequate compensation for the same, but in competing with express companies in the transmission of money and small parcels it deprives the railroad companies of a legitimate source of revenue. It is obvious that this competition on the part of the Government is almost entirely at the cost and expense of the railroad companies, who receive scarcely anything from the Government for transporting small parcels, while the express companies are obliged to reduce their rates on this, the most profitable part of their business, and consequently are not able to pay the railroad companies a reasonable compensation for express privileges.

The question of what is the proper basis for the adjustment of compensation for railway mail service is one not easy of solution. The compensation should bear a proper relation to the value of the services rendered, and should not be less than its actual cost. But the cost of any special railway service cannot be ascertained with any degree of accuracy, and besides, such cost varies within wide limits on different railroads, so that no general rule can be established which is alike applicable to all the railroad companies. I am inclined to the opinion that with some modifications the system formerly in operation of making contracts with each railroad company separately for the transportation of the mails upon such terms as may be agreed upon would be more equitable than the present system. In case of a failure to come to an agreement under the contract system, the compensation might be fixed by arbitration. It is certain that the railroad companies should have a voice in fixing the terms upon which their respective properties are to be used by the Government, and that the contract system with a board of arbitration would be more in harmony with the free institutions of this country, if not with the agrarian spirit of the times, which manifests itself in some States in the enactment of laws, the enforcement of which must result in the confiscation of railroad property. I am aware, however, that many and serious objections can be urged to the contract system.

If Congress is to continue to fix the rates, there is no doubt that gross tonnage, or its equivalent, *space*, should be adopted as the basis upon which such compensation should be fixed, due consideration being given to the speed at which mails are moved.

If the basis of space and speed be adopted, an equitable adjustment of compensation for transportation of mails can be arrived at, provided that the principles which govern in the establishment of railroad tariffs be carefully considered and fully understood. The erroneous impression prevails to a large extent, that railroad tariffs are based upon actual cost of transportation, and attempts have been made to ascertain the average cost per lineal foot of hauling cars on passenger trains, and to adopt such cost as a basis for compensation for the transportation of the mails. Such attempts are fallacious and repugnant to common sense. As I have before stated, the cost of performing any particular railway service cannot be ascertained even approximately. All computations of cost rest upon a division of expenses between the passenger and freight service, and as the division of a large proportion of those expenses must necessarily be arbitrary, the basis varying on each road, and in many cases with the individual judgments of the officers charged with making the same, it must be obvious that such computations, while having the appearance of scientific analysis, are to a great extent merely speculative, and therefore unreliable, and calculated to mislead.

Even if the exact cost of performing any particular service could be ascertained with a reasonable approximation to accuracy, such cost differs within wide limits on different roads, and even on different sections of the same railroad. To adopt under such circumstances, the *average* cost per lineal foot per car as a basis of compensation, would be manifestly absurd, and would result in greater hardships to the railroad companies than the present objectional system of making net weight the basis of compensation. *Railroad tariffs are never based upon the cost of transportation*, and in the very nature of the case cannot be so based. The actual cost per ton per mile of moving pig iron over a road is no greater than the cost of moving silks or dry goods, leaving out of consideration the risk—that is, the insurance, which is comparatively small per ton per mile. Yet no railroad company could afford to transport dry goods at the same rate per ton per mile as pig iron. It is well known that outside of the mere expense of moving freights and passengers over a railroad, a large proportion of the expense of operating and maintaining the road, including the interest on the investment, is fixed or constant, bearing no relation to the cost of movement, and that in establishing railroad tariffs, such fixed and constant expenses have to be judiciously distributed amongst the articles of freight transported, and also between the mails, express, and passengers. This distribution is in the nature of a toll or tax, which must be levied on freights, passengers, mails, and express, in order to produce sufficient revenue, if practicable, to pay for maintaining and operating the road, and a reasonable interest on the investment; hence, railroad companies, in establishing their tariffs, classify the articles—adjusting the tolls on the several articles with reference to the value of the service to the public. It follows that the proper basis for the adjustment of railroad tariffs cannot be the actual cost of transporting any article, but must be the value to the railroad company's customers of the services rendered. Applying this principle to the transportion of the mails, it will be conceded that the United States Government should contribute at least as much towards the revenue neecessary for the support of the railroads, in proportion to the amount and character of the accommodations and facilities it demands, as other customers of the railroad companies.

As to the question what is a fair measure of the value of the services rendered by the railroad companies to the Government, I am of the opinion that such measure can be deduced from the freight tariffs of the railroad companies. It is obvious that the Government should pay more for the transportation of the mail than is generally charged for the transportation of pig iron and the lower classes of freight, and perhaps less than the prevailing local rates on first-class goods, a proper addition being made for speed. Between these two extremes, a just and reasonable medium rate per ton per mile might be deduced from the freight tariffs, which, when converted into equivalents of lineal foot car space, with a proper allowance for speed, might be made the standard measure of the value of the mail service.

As the length of haul is an important factor in the computation of the value of the service, when measured by the ton per mile or per lineal foot per mile, this standard rate should be adjusted with reference to such hauls, and the establishment of different rates for different lengths of haul, if properly adjusted, would thus furnish a fair, just, and self-regulating classification for the railroads performing mail service.

Having presented my views respecting the general principles which in my opinion should govern in the adjustment of compensation for railway mail service, I now answer more specifically the questions you have submitted:

First. "As to the proper basis of compensation for postal-car service, and the elements on which it should be based."

In view of the various conditions under which the mail service has to be performed, I am of the opinion that the contract system, with a board of arbitration, would give the most equitable results, both to the Government and to the railroad companies. If, however, the objectionable features of the contract system cannot be removed, I would respectfully suggest as a proper basis of compensation, the revenue per ton per mile received by the railroad companies from the transportation of certain classes of freights (to be deduced from the freight tariffs of the railroad companies), or its equivalents per lineal foot of car space per mile, an addition of not less than 50 per cent. being made for increase of speed from 12 miles per hour for freight trains, to 25 miles per hour, includings stops, for passenger trains, and for the transportation of messengers, the rates being adjusted with reference to the length of haul, and the Government paying for the full capacity in tons of the car space assigned to it, and for the entire length of each mail route Any increase of speed over 25 miles per hour, including stops, should be paid for in accordance with its value to the Government. The unit of measure on this system should be the lineal foot per car per mile.

Second. "As the rate of compensation that should be fixed for the service."

I have not sufficient data at my command to enable me to answer this question. It will be necessary to collect a vast amount of information to make a comparative analysis of the freight tariffs of the railroads of this country, and it will require a comprehensive study of the whole subject before conclusions can be reached which shall be fair and equitable to all parties interested.

Assuming, for the sake of illustration, that upon investigation it has been found that for a haul of 300 miles 2 cents per ton per mile is a fair and reasonable average compensation for transporting local so-called "class" freights, (the heavy freights, such as coal, iron ore, stone, &c., should be excluded) in freight cars at a speed of 12 miles per hour, and assuming further that 26 feet is the average length and eight tons the average load of such cars (a very low average, as the carrying capacity of such cars is now from 12 to 20 tons, and even as high as 25), the rate of compensation per lineal foot of car per mile for carrying the mails in postal or compartment cars at a rate of speed, including stops, of 25 miles per hour, can be arrived at by the following simple calculation:

Value of freight service per car per mile (8×2)	cents...	16
Value of freight-car space per linear foot per mile, is 16÷26	mills...	0.615
Add for speed, 50 per cent	do....	0.307
Value of mail service per lineal foot of car per mile, rate of speed 25 miles per hour, including stops	do....	0.922

Some addition should be made for the transportation of messengers, and when mails are transported at a higher rate of speed than 25 miles per hour, a reasonable allowance should be made for such increase.

When the haul is 200 miles, 100 miles, or less, the rate per ton or per lineal foot per mile should of course be increased.

I beg to submit herewith tabular statements showing comparative rates of freight of different classes for different distances on the Norfolk and Western, Shenandoah Valley, East Tennessee, Virginia and Georgia, and Memphis and Charleston Railroads, and also other information bearing on the subject under consideration.

Yours, respectfully,

HENRY FINK,
Vice-President and General Manager of the Norfolk and Western, and East Tennessee, Virginia and Georgia Railroads, and General Manager of the Shenandoah Valley Railroad.

Statistics bearing upon compensation for mail service showing present compensation, revenue from tonnage by freight trains, and rates charged per ton per mile on class freights on the Norfolk and Western, Shenandoah Valley, East Tennessee, Virginia and Georgia, and Memphis and Charleston Railroads.

	Norfolk and Western Railroad—from January 1, 1882, to December 31, 1882.				Shenandoah Valley Railroad—from July 1, 1882, to March 1, 1883.			East Tennessee, Virginia and Georgia Railroad—from January 1, 1882, to December 31, 1882.						Memphis and Charleston Railroad—from——to——.		
Linear feet of postal, combination, and baggage cars hauled one mile	11,412,363				3,784,506			20,405,828						5,657,500		
Compensation received for United States mail	$58,612 47				$10,671 41			$92,378 90						$29,801 00		
Compensation per linear foot per mile ....cents..	0.510				0.280			0.452						0.502		
Revenue per freight car per mile (all classes of freight) ..do ..	13.00				15.0			13.567						14.705		
Revenue per linear foot of freight cars per mile (all classes of freight)—car rated 26 feet long ....cents..	0.500				0.576			0.521						0.565		
Average number of tons per loaded car....tons..	9.38				7.77			7.59								
	Distance in miles.				Distance in miles.			Distance in miles.						Distance in miles.		
	100	200	300	400	100	200	240	100	200	300	400	500	600	100	200	300
Rates per ton per mile of class freights:																
1st class—in cents	10.4	7.0	5.6	4.7	9.0	6.5	6.0	9.0	7.0	5.3	4.4	3.9	3.6	9.6	5.5	3.6
2d class—in cents	9.6	6.5	5.0	4.2	7.0	5.5	5.2	8.0	6.0	4.8	3.8	3.4	3.1	8.6	5.0	3.3
3d class—in cents	8.0	5.5	4.3	3.7	5.8	4.6	4.3	7.0	5.0	3.8	3.0	2.8	2.6	7.6	4.5	3.0
4th class—in cents	6.4	4.5	4.0	3.2	3.8	2.9	2.7	6.0	4.0	3.2	2.5	2.4	2.3	6.6	4.0	2.6
5th class—in cents	6.0	4.0	3.0	2.5	.....	.....	.....	4.6	3.2	2.5	2.0	2.0	1.8	5.8	3.5	2.3
6th class—in cents	3.8	2.5	2.1	1.7	.....	.....	.....	3.6	2.7	2.2	1.8	1.6	1.5	4.8	3.0	2.0

[Northern Railroad. Concord and Claremont, N. H., Railroad Superintendent's office. Geo. E. Todd, superintendent.]

CONCORD, N. H. *November* 6, 1883.

DEAR SIR: Your letter and circulars of March 10 and October 10, relative to compensation for carrying the mails, are received.

The main line of this road forms a portion of the postal route between Boston and Saint Albans and Montreal, on which day and night postal cars, with two or more clerks to each car, are run; and with its branches (on all of which route agents with mail compartments are also run) covers about 170 miles of mail service.

There is also a large amount of mail service performed by train employés when Government clerks are not furnished for receiving and delivering mail in sacks and pouches.

As a proper basis for compensation, would say that when carried in postal cars or compartments of cars with Government clerks in charge, it is our opinion a price per foot per mile for space furnished should be paid instead of a price as at present based on weight, for the reason that when postal cars are run it is as great an expense to run the car with a light freight of mails as to run heavily freighted, the difference in expense to the railroad being well nigh impossible to estimate.

When the mails are carried in baggage-cars, we would suggest a price per pouch or sack per mile carried, as a more equitable basis than by weight: and it is our opinion that the Government should assume the outside service, viz: the transportation of the mails between the stations and the offices, which is now in many cases assumed by the railroad corporations.

In addition to the above, a price should be allowed for the transportation of the route agents. At the present time we are obliged to carry them free, and in case of injury from any cause the railroad is responsible. The lowest rates at which passengers are carried upon the roads of this corporation are two cents per mile (the War Department of the United States allow, I think, the same rate), and the passengers are required to sign an agreement assuming all the risks of transportation in consideration of this low rate. If the railroad is to assume the risk it would seem to us that two cents per mile for route agents would be a reasonable compensation, but if the Government would assume the risk a lower rate could be afforded.

The above suggestions are for compensation for carrying the mails upon regular trains. When they are carried upon limited express trains there should be an increase of not less than 25 per cent.

Very respectfully,

GEO. E. TODD,
Superintendent.

RICHARD A. ELMER, Esq.,
Chairman Committee on Revision of Laws Governing Postal Transportation by Railroad, Washington, D. C.

[Northern Pacific Railroad Company. Vice-president's office. T. F. Oakes, vice-president.]

NEW YORK, *April* 24, 1883.

SIR: In reply to your letter calling my attention to the circular of date 10th ultimo, respecting the compensation to railroad companies for carrying the mails, and asking my views as to the proper basis, and the rate or rates that should be fixed for compensation for postal service, I have the honor to submit the following:

I think it is beyond question that the basis of compensation should be the car space required for the accommodation of the service, and not, as now, the supposed weight of the mails carried. The present basis (weight) is inequitable. The facilities required to be furnished for the carrying and handling of the mails render the actual value of the service impossible of computation on the weight of the matter carried; and the same or equal facilities must be provided (within reasonable limits) whatever the weight of the mails may be. The difference in the actual cost of transporting one ton and ten tons weight of mails is almost inappreciable, considering the room and other accommodations that must in any case be furnished. Besides this, the present system is uncertain, and therefore unsatisfactory, both to the Department and the railroad company.

No general or uniform rate or rates of compensation for the service can be fixed on any other basis than that of proportion of space occupied, that would do justice between the railroads and the Government. On the railroads of the west, southwest, and northwest, and particularly on a frontier railroad, as the Northern Pacific, the actual cost is far greater than on eastern roads for the same or equal service. But by adopting the basis of proportional space, this inequality would be, to some extent, remedied. On trains running between populous cities, and in the old and thickly-settled parts of the country, carrying many hundreds of passengers daily, the mail space is but a very small proportion of the entire train space, and the actual cost of the service is, in the same proportion, very small; but on trains running on a frontier road, and through sparsely settled regions, the space required for carrying the mails and accommodating the service bears a larger proportion to the train volume, and the actual cost of the service is proportionately large. Besides this, the necessity of performing the service, when required by the Department, or by the terms of contracts, often entails heavy expense on the frontier roads, by reason of snow blockades and other hindrances and obstacles to which the eastern roads are not so much exposed, and which, were it not for such necessity of law or contract, might be avoided by temporary suspension of traffic operations, is an element of cost that should be equitably considered. In many, if not all, other respects, such as the cost of labor, the rates of wages, the cost of supplies, maintenance of way, repairs and renewals, the actual cost of performing the service on the frontier roads is much greater than on the eastern roads for like service. And it is respectfully submitted that only by adopting as the basis for compensation the proportion of space used can anything like equality and equity be attained.

Now, as to the rate or rates that should be fixed for compensation for the service on the basis of space, take, for instance, by way of illustration the Northern Pacific Railroad, and which is by no means an exceptional case. The average cost, on this road, of running a passenger train one mile is about $1, and the average number of cars in a train is four. It will doubtless be conceded that the net should be 50 per cent. of the gross receipts for all the business of such train. To give this result the gross earnings must be $2 per train per mile each way, or $4 per mile of road. From this the rate of compensation for the mail service is easily determined without any complication. If the mail space, in the instance referred to, be one-eighth of the entire train volume, this would allow 50 cents per mile of road for daily mail service both ways; if the mail space be one-sixteenth of the train space, the rate would be fixed at 25 cents per mile for daily mail service both ways. This rate is based on a minimum speed of 20 miles per hour, and should be increased by a proper percentage for each additional 5 miles per hour. The increase of cost by increase of speed necessarily differs on different roads, varying with grades and curvature; but a uniform percentage may be fixed, if desirable, that would approximate justice, say an increase on the previous rate of 8 or 10 per cent. for each additional 5 miles per hour.

The amount and proportion of mail space can be readily ascertained and adjusted, and may be revised annually, or at such periods as the Department elect. On roads carrying large numbers of passengers, and consequently running large trains of passenger cars, while the proportion of mail space required for the service is comparatively small, the actual cost of performing the service is much less, and the principle stated would, there also, result in a fair and equitable rate of compensation.

If it be objected that the first cost and the cost of maintenance and operation of a postal car or compartment is less than that of an ordinary passenger car, or of equal space in such car, it should be borne in mind that the extra labor and cost of receiving and delivering the mails at the way stations more than compensates for the difference.

In any case, whatever basis, or rate or rates, be adopted for compensation for the postal service the railroad company should, by express contract, be secured against liability for loss of life or personal injury to the officers, agents, messengers, and other employés of the Department, in consideration of their free carriages.

I have the honor to be, your obedient servant,

T. F. OAKES,
Vice-President.

Hon. R. A. ELMER,
Post-Office Department, Committee on the Revision of Laws Governing Postal Transportation by Railroad,
Washington, D. C.

PASSUMPSIC RAILROAD COMPANY,
SUPERINTENDENT'S OFFICE,
Lyndonville, Vt., November 3, 1883.

DEAR SIR: *Yours of* 10*th altimo.* We have only to say in this matter that we consider the allowance made by the Department for the use of cars for transportation of agents and mails wholly inadequate for use of such cars fitted up as they must be to satisfy superintendents of railway mail service.

Yours, truly,

H. E. FOLSOM,
Superintendent.

R. A. ELMER, Esq.,
Washington, D. C.

OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY,
Philadelphia, October 11, 1883.

GENTLEMEN: As representing the system of railroads controlled by the Pennsylvania Railroad Company east and west of Pittsburgh and Erie, carrying the United States mail, the following communication is submitted in reply to your circular of April 2, 1883, and as preliminary, respectfully call your attention to a few facts bearing upon the questions under consideration, and to some of the grievances borne by the railroad companies carrying the mails, which it is hoped may now be corrected.

Railroad companies are "common carriers," duly empowered to transport passengers and freight by and under charters granted by the several States of the Union. Under this guarantee the individual capital of all classes of our citizens, rich and poor, has been confidently invested, being well assured that their rights and privileges, as granted by their State, would be respected and protected by the General Government.

In some of these charters provision is made to regulate the charges for carrying, during a war, troops and munitions of war, but no allusion whatever is made to any privileges to be claimed by the Government for any service other than that named, thus excluding the mail service from any special privileges. Yet, under existing laws, railroad companies are not conferred with or made parties to any agreement for establishing the rate at which they shall perform mail service for the Government, notwithstanding their repeated protests against such an arbitrary procedure, and are now, consequently, by force of circumstances, and not by constitutional law, compelled to perform large service for the Government at rates far below what is paid for similar service by the community at large; and the acts of July 12, 1876, and June 17, 1878, under which 10 per cent. and 5 per cent. were successively and arbitrarily deducted from the compensa-

tion fixed by act of March 3, 1873, become a special tax imposed by Congress upon each railroad shareholder, for the purpose of reducing the expenses of the Post-Office Department, and providing a low rate of postage. No other class of business performing service for the Government is or ever has been subjected to such injustice.

Another cause for complaint is that when the railway postal service was organized for the purpose of expediting the conveyance of correspondence and general news by letters and newspapers throughout the United States, by allowing the mail to be assorted while in transit, and in detail—thus saving time—and by preventing the accumulation of mail at points of distribution, and avoiding the necessity for extensive a· d costly property in large cities for storage and working room—thus saving a large amount of money for the Government—the railroad companies were permitted to enjoy their chartered privilege of transporting merchandise as freight; but even this prerogative has been encroached upon, and they are now compelled to carry in postal cars, at high speed, as mail matter, articles of merchandise which, according to their own regulations, would be carried only as freight, and for which the Government receives large revenue and pays but little.

Thus do the acts of Congress arbitrarily affect the railroad companies they compel to serve the Government, not only by fixing the rate at which such service shall be performed, but also by taking from them a portion of their legitimate business, thus striking two ways, in reducing their revenue to the injury of the shareholder.

To your questions, as submitted in circular, a reply seriatim is as follows:

First. "*As to the proper basis of compensation for postal service, and the elements of which it should be composed.*"

The rate of compensation to railroad companies for carrying the mail should be fixed upon a basis that will be perfectly intelligible to both contracting parties and not susceptible of abuse by either; while the relations between the Government and the railroad companies carrying the mail should be the same as that which exists between them and their most favored customers. In accordance with such views, and the fact that passengers and freight are both received and delivered at the railroad stations, and are never carried to the point of final destination, the existing regulation under which the railroad companies are compelled to carry the mail between station and post-office, at all intermediate offices when the distance is eighty rods and under, and many terminal offices, regardless of distance, should be abolished.

On stage-coach lines this can be done without extra cost or delay, but for railroad companies it is expensive and troublesome, and subjects the Department to great risk in thus intrusting the mail to the care of irresponsible parties.

Railroad companies carrying the mail should be released from any liability of damages for injury received by Government employés while distributing the mails, and caused by an accident upon the railroad where he may be at work; that is, as he is pursuing his avocation upon the train he should be classed among the employés of the company, and be subject to all the liabilities connected with such position. This has been established by the highest legal tribunal of this State.

There should also be judicious restrictions as to free travel; and this privilege should not be exacted for others than the general officers of the Department, to whom this courtesy is always with pleasure extended, and such other officers as have constant business intercourse with the railroad management, the employés upon the cars, of course, riding free when on duty. Special agents watching the service, or traveling on other business for the Government, should travel at the expense of the Department, which would add to their efficiency, as thus being personally unrecognized by those whose actions they may wish to scrutinize.

Second. "*As to rates of compensation that should be fixed for the service * * * with demonstrated facts, or exhibits of comparative earnings from other items of transportation.*"

In reply to this question, and on the ground, as has been previously stated, that the Government has no more claim upon the services of a railroad company chartered by one of the States of the Union than it has upon a banking institution or any other corporation chartered by that State, and is entitled to the enjoyment of the same rights and privileges, and the same immunity from the imposition of a special tax by the Government, as such other corporation, we would state that the compensation to be paid by the Government for services rendered by railroad companies, except in time of war, and then for transporting troops and munitions of war only, should not be less than that ordinarily paid by the public at large for similar service. Therefore, as the mail service is performed by the passenger trains, and as the passenger and mail cars are both owned by the railroad company, and as the Post-Office Department holds in fact a more exclusive control over the mail car than the passenger has upon the passenger car, the rate of compensation for services rendered the Government on such trains should in no case be less, proportionally, than that paid by the passenger.

An examination of the amount received from the Government for carrying the mail between New York and Pittsburgh, and Philadelphia and Baltimore, two of the most important mail lines in the country, shows that the compensation for mail service is relatively 5.368 and 4.47 mills per car-foot per mile, while the revenue from the public for the use of the same trains is relatively 7.245 and 8.34 mills per car-foot per mile, or in the first case 26 per cent. and the last 46 per cent. less than that paid by the public for similar service.

The average speed of trains carrying the mail over these routes is 30.6 miles per hour, varying from 15.66 miles to 48.02 miles per hour between termini; and as it is admitted that an increase in speed of trains necessarily involves an increase in cost of operating, a tabular statement has been prepared, and is now submitted, of proposed rates per linear foot of car used per mile in mail service, adjusted to speeds varying from 20 to 50 miles per hour, which, based upon the operations of the routes specified, will yield returns equivalent with the passenger business, and therefore but a fair and reasonable compensation.

Proposed schedule of rates for transporting United States mail by railroad upon regular trains, measured by linear foot (used) of car, carried one mile, with a load not exceeding 15,000 *pounds upon any one car, viz:*

		Mills.
20 miles per hour and under	per linear foot	6.0
25 miles per hour and under	do	6.6
30 miles per hour and under	do	7.3
35 miles per hour and under	do	8.2
40 miles per hour and under	do	9.3
50 miles per hour and under	do	11.5

with intermediate speeds to be paid for proportionally.

This table is, of course, not submitted as applicable to all lines throughout our country carrying the mail, so greatly do the charges as regulated by law differ, and in some instances where rates are high, the net earnings may be very low, as governed by grades, alignment, cost of material for operating, and bulk of business, as well as character of traffic, and *vice versa*, but it is believed that there should be a fixed rate established by act of Congress that would yield those companies performing the bulk of the mail service of the country a fair and reasonable return, and this, upon the basis of passenger earnings, which should be adhered to, excepting upon the recommendation of a board of referees skilled in such business, who shall be named by law, and shall examine and decide all questions that may arise between the Post-Office Department and the railroad companies operating for it.

Under such arrangements the carrying companies should provide postal cars constructed in accordance with plans and specifications prepared by the Post-Office Department, so far as regards their interior arrangement, length, and outside decoration (unless the same may in some detail be unsuitable for the line in its alignment or construction), and maintain the same in good order, and provide light and heat therefor when in use, and also such apartments and space in baggage-cars as the Department may deem requisite for any particular line of service, and carry such closed pouches in the baggage-cars, in charge of the baggage-master upon the train, as may be required for short runs, delivering the same at station to the care of a duly authorized Government agent.

They would also be expected to provide at terminal stations, where large mails are received and sent out, such storage-room as would reasonably be required by the Post-Office Department for its business, and for protecting the mails as they arrive at station, either from the local post-office or the trains, which, if effected, will, it is believed, secure the active co-operation of the carrying companies in assisting the Post-Office Department to develop the usefulness of the service as the necessities of the country may demand.

Respectfully submitted.

STRICKLAND KNEASS,
Assistant to President Pennsylvania Railroad Company,
Representing also Pennsylvania Company, Pittsburgh, Cincinnati and Saint Louis Railway Company.

To Messrs. RICHARD A. ELMER,
Second Assistant Postmaster-General,
WILLIAM B. THOMPSON,
General Superintendent Railway Mail Service,
ISAAC C. SLATER,
Superintendent of Railway Adjustments,
Committee on the Revision of Laws Governing Postal Transportation by Railroad.

Statement of the result of passenger-car service on the main line of Pennsylvania Railroad Division, and on New York Division, and for both divisions from New York to Pittsburgh, for the year 1882.

Data.	Pennsylvania Railroad Division, main line, Philadelphia to Pittsburgh.	New York Division, main line, New York to Philadelphia.	Pennsylvania Railroad and New York Divisions, main line, New York to Pittsburgh.
Total receipts from passenger, first-class	$4,499,567 19	$4,335,226 29	$8.834,793 48
Total receipts from passenger, incidentals	67,184 83	34,623 37	101,808 20
Total passenger receipts	4,566,752 02	4,369,849 66	8,936,601 68
Total mileage passenger-cars—standard length of car 46.5 feet	8,296,740	7,333,651	15,630,391
Total mileage baggage-cars—standard length of car 40.5 feet	1,507,667	1,422,900	2,930,567
Total mileage Pullman cars—standard length of cars 58.0 feet	4,258,489	2,183,011	6,441,500
Total mileage Baltimore and Ohio sleeper—standard length of car 58.0 feet	.....	248,510	248,510
Total mileage	14,062,896	11,188,072	25,250,968
Average receipts of the above equipment per car per mile.....cents..	32.47	38.75	34.98
Car feet one mile, passenger-cars	385,798,410	341,014,771	726,813,181
Car feet one mile, baggage-cars	61,060,513	57,627,450	118,687,963
Car feet one mile, Pullman cars	246,992,362	126,614,638	373,607,000
Car feet one mile, Baltimore and Ohio sleeper	.....	14,413,580	14,413,580
Total car feet one mile	693,851,285	539,670,439	1,233,521,724
Average receipts of the above equipment per car foot per mile.....mills..	6.582	8.097	7.245
Average speed for the above equipments .....miles per hour..	28.31	34.33	30.65

PERKIOMEN RAILROAD COMPANY,
GENERAL OFFICE, 33 EAST MAIN STREET,
Norristown, Pa., November 1, 1883.

DEAR SIR: In behalf of the Perkiomen Railroad Company, the Stoney Creek Railroad Company, and the Philadelphia, Newtown and New York Railroad Company, I beg leave to say that I am unable to give any other views than those stated by Mr. J. Lowrie Bell, general traffic manager of the Philadelphia and Reading Railroad Company, in his letter to you of October 27, 1883.

All the above roads connect with the Philadelphia and Reading Railroad at three different points.

Yours, truly,

JAMES BOYD,
President.

R. A. ELMER, Esq.,
Second Assistant Postmaster-General, Chairman of Committee on Revision of Transportation Laws, Washington, D. C.

[The Philadelphia and Reading Railroad Company. J. Lowrie Bell, general traffic manager.]

OFFICE GENERAL TRAFFIC MANAGER,
Philadelphia, Pa., October 27, 1883.

DEAR SIR: The question of determining what shall be taken by the Government as a proper basis for arriving at the general rate of compensation for postal service upon railroads is attended by many difficulties, because the railroads of the country vary so much in their characteristics, and it would seem to be impossible to arrive at a general rate that will be applicable to all routes.

The roads I represent have never been employed in handling what are known as postal cars constructed for that purpose, exclusively, and I therefore prefer not to express at this time an opinion as to what should constitute a proper charge under these circumstances, but it seems to me the proper way to fix compensation would be to determine on a rate per mile per ton (say take one and a half first-class freight rates as a basis) for the transportation of the mail matter by itself, and when compartments or entire cars are furnished let there be an additional allowance per mile for the space allotted, and when high rates of speed and special mail trains are required by the Government, let there be an additional rate for this service as well.

The railroad service should in no case include the delivery and collection of the pouches from post-offices, as now is required, when the office is within 80 rods of the station. This is a relic of bygone days, and ought to be abandoned.

My own judgment is that a reasonably satisfactory basis will never be agreed upon until the Government commission agree to call into their councils a like number of railway managers, and they together formulate a basis which ought to be satisfactory to the Government.

One of the principal causes of dissatisfaction has been occasioned by the Government fixing upon the rates of compensation arbitrarily, and there can be but little doubt but in a great many cases the rates have not been fairly remunerative.

The companies I represent I am sure would be satisfied with any basis that a joint commission such as I have suggested might fix upon, and I believe the railroad interest of the country would accept as right the recommendations of such a committee.

Yours, truly,

J. LOWRIE BELL,
General Traffic Manager.

R. A. ELMER, Esq.,
Second Assistant Postmaster-General, Chairman of Committee on Revision of Transportation Laws, Washington, D. C.

[Port Huron and Northwestern Railway. John P. Sanborn, president; Fred L. Wells, secretary and treasurer; Henry McMorran, general manager; J. R. Wadsworth, superintendent.]

PORT HURON, MICH., *October* 29, 1883.

DEAR SIR: Referring to the accompanying papers on the subject of railway transportation as affecting the proper rates of pay for carrying the United States mails, I have little to say beyond the fact that in my judgment proper discrimination is not made by the Government between lines of road running through a country with diversified industries where the business of the people requires the use of the mails, and those running through a country distinctly agricultural, where the business of the people requires the use of the mails to a more limited degree.

The object of the Government is to accommodate the people and pay for the service rendered by the railroads.

I am aware that the volume of business is taken into account in fixing compensation, and that relatively the smaller business receives the larger payment, but the amount now paid does not compensate a road running into a country depending upon agriculture for support.

The facilities in the way of cars, fast time, and prompt delivery, is the same in either case, but in the one case by reason of the business of the people the mail is large, while in the other it is comparatively small; still the people must be accommodated, and the railroad company, under the same expense and same requirements from the Government, render prompt and efficient service. It may be said that when there is reason for complaint a remedy should be suggested. I can only say as to this, that, in my judgment, a minimum per mile per year should be fixed by the Government, based upon the number of square miles of country served and train miles run, which should be liberal in amount. This being done, additional compensation could be regulated by weight of matter carried. Permit me to say, also, that the railroad company should in no event be required to deliver mail to post-offices from trains.

Very respectfully, &c.,

HENRY McMORRAN,
General Manager.

Hon. R. A. ELMER,
Chairman, &c.

[Port Jervis and Monticello Railroad. M. V. Heller, manager.]

MANAGER'S OFFICE,
Port Jervis, N. Y., April 4, 1883.

DEAR SIR: Replying to yours of the 2d instant, I beg leave to say:

First. The proper basis for fixing the compensation for postal service is on the cost of the construction of the railroad, the character of the country through which it passes, and the facilities which it offers to increase the quantity of mail matter.

Second. The pay should be based to a certain extent on the former cost of such service under the stage-line system, taking into account the increased facilities and dispatch given by rail. The characteristics of the country form an element which should be considered. If the route traversed is easy of access to the wheel conveyances, or if it presents obstacles and increases the expense of such service, these are elements which should determine in a measure the rate of compensation.

This route, No. 6078, runs through a mountainous wilderness, 16 miles of the total 24 miles of its length. The cost of the construction of the road is about $300,000 per mile. The present rate of compensation is $44.50 per mile per year. The road has never paid its running expenses for a single year since its completion in 1871. We have opened up and deliver mail to eight offices along the road, some of which never had a daily mail and in other cases no mail at all.

During the winter season our road is often blocked with snow for several days at a time, and in some instances we were unable to pass a train over it for ten days. Double teams were employed, at a cost of $10 per day, to carry the mails between Port Jervis and Monticello.

Owing to the cost of our road and the expense of maintaining it, our compensation should be double what it now is for carrying your mails. We perform double daily service for about five months each year.

I hope you will consider the claims of this road for an increase in compensation.

Yours, truly,

M. V. HELLER,
Manager.

Hon. RICHARD A. ELMER,
Chairman Committee on Postal Transportation.

P. S.—Before the construction of this road mails were carried by stage at a cost much in excess of our compensation and at irregular intervals.

M. V. H.

[Portland and Rochester Railroad. J. W. Peters, superintendent.]

PORTLAND, ME., *April* 11, 1883.

DEAR SIR: Your favor of 2d instant is received. In reply to your first question I can only say that I think the compensation for carrying the mails should be based upon the volume of matter transported and the facilities afforded for handling it, and the frequency and rate of speed at which they are carried.

In reply to your second question I cannot give any general idea of the rate of compensation that should be paid, as the circumstances under which they are carried vary, it seems to me, with nearly every road.

Yours,

J. W. PETERS,
Superintendent.

Mr. RICHARD A. ELMER,
Chairman, Washington, D. C.

[The Potomac, Fredericksburg, and Piedmont Railroad Company. President's office.]

FREDERICKSBURG, VA., *November* 8, 1883.

DEAR SIR: I venture as the representative of the pioneer in the narrow-gauge system of railways in Virginia, whose line is confined to the development of an agricultural section, in compliance with the request by circular of your committee to submit my views upon the subject of postal transportation by railroads.

The elements of which all postal service should be composed would seem to be regularity of transmission, with such frequency and speed as will give the communication demanded by the public with commercial centers; the basis for compensation, such extra and special outlay, such labor and expense as may be imposed upon the carrier by the service. The space occupied and the weight carried may be a most important factor for consideration in some cases, but as a general rule in thickly populated districts the traveling public require a greater frequency and rapidity of transportation than is demanded for satisfactory mail service, thus rendering the latter a subject of secondary necessity upon railways of a local character, whose lines are not connecting links in the great arterial system, and whose business is mainly that of carrying freight requiring but little special care and protection; the passenger traffic is unimportant, while the carrying of the mail is of primary importance, dominating in its demand for careful, constant, and comparatively rapid service, while the weight carried and space occupied is often inconsiderable. It is upon railroads of this character, especially during the severity of the winter season, when the ordinary business is lightest and the cost of operating heaviest, that the present system of compensation is felt to press severely. The Postal Department is imperative and exacting to the minutest detail in the service demanded, following even a partial failure of performance upon a route with the infliction of the same penalty as if no service had been performed. This does not seem equitable, and therefore calls for change.

Is it not essentially equity that the basis of compensation should be the relative extra service performed, and the special expense incurred by such service beyond what may be referred to the ordinary transportation demanded by the public necessity?

Respectfully submitted.

L. HARRY RICHARDS,
President.

RICHARD A. ELMER, Esq.,
Chairman of Committee Post-Office Department, Washington, D. C.

PROVIDENCE AND WORCESTER RAILROAD COMPANY,
SUPERINTENDENT'S OFFICE,
Providence, R. I., November 8, 1883.

DEAR SIR: In answer to your questions in letter of April 2 as to compensation for carrying mails, would say:

1st. That the basis of compensation should be substantially upon the work performed and equipment furnished. That is to say, upon the weight, number of points of delivery, cars or mail apartments furnished, and services, outside of Government postal clerks, required from railroad employés.

2d. That the rate of pay should approximate that paid by express companies, in proportion to the room used. For instance, we are paid per annum $98.33 per mile for 43.92 miles, from which amount ($4,318.65) we are obliged to pay for the delivery of mail to and from twelve post-offices, which are within an established distance from our railroad stations, which cuts the amount down materially. We are obliged to maintain these cars with mail rooms, with all requirements for doing business conveniently, well lighted and heated. Our baggage-masters on trains where there are no mail agents are required to handle many pouches during each day, for which we are held accountable. For this service we receive, after allowing for side and terminal service, about $10 per day.

The Earl and Prew Express Company, while occupying in our cars, in my opinion, not to exceed one-third more room than that required for mails, are paying us about $14,000 per year, or about $45 per day.

3d. That railroad companies should be relieved from side or terminal service, however near the post-offices to stations, and only be required to perform actual train service on their own location.

With the hope your committee may have received such information from all railroad lines as will enable, as you say, a just and reasonable estimate of compensation, in your report, I have the honor to be,

Yours, respectfully,

W. E. CHAMBERLAIN,
Superintendent.

RICHARD A. ELMER,
Second Assistant Postmaster-General,
Chairman of Committee on Revision of Laws Governing Postal Transportation by Railroads, Washington, D. C.

RICHMOND, VA., *June* 12, 1883.

DEAR SIR: Your circular-letter of March 29 was duly received, and in reply thereto I beg leave to submit the following:

The objections to the present basis on which the compensation of railway companies for carrying the mails is computed are—

First. That the method is a relic of the days of stage-coaches, when the mails were carried in locked bags packed in a small space, and not, as now, accompanied by agents of the Department in special cars or apartments, heated and lighted, and furnished with every facility for sorting and distributing them; and also, that it requires the railway companies to receive and deliver the mails at offices off the line of its rails (another relic of the days of stage-coaches), at considerable expense and great inconvenience.

Second. That it allows the railway companies compensation only for the average weight of mails transported over their whole road, while the space and facilities furnished are necessarily proportionate to the maximum amount of mails to be accommodated over any part of their road.

Third. That not only is the average weight of mails transported over the *whole road* not a fair standard of the service generally performed, but the method of determining it, by weighing during a limited period, is at best inaccurate, and capable of being made designedly to give either more or less than the actual average of mails transported before and after such weighing. That the mails increase about 8 per cent. per annum, and even if the ascertained weights are a fair average at the time they are taken, they do not represent the average weight for the next year ensuing, or any subsequent period, for, owing to the above stated annual increase, they must necessarily fall short of actual weights carried—about 4 per cent. for the first year after the weighing, 12.32 per cent. for the second, 21.3 per cent. for the third, and 31 per cent. for the fourth, or an average of about 17.15 per cent. for the four years before a new weighing is required.

Fourth. That it does not give the railway companies any more compensation for carrying the mails at frequent intervals than at long intervals, or at high speeds, on trains of necessarily limited weight, and consequently with a larger proportion of the space occupied by the mails, to the exclusion of other business, than it does for the same average weight of mails transported on slow passenger trains, or even mixed trains, on which the mails and ordinary freight make the same time.

In reply to question first, as to what is the proper basis of compensation and the elements of which it should be composed, I beg leave to say:

The proper "basis of compensation" is that which bears the closest relation to the amount and character of service performed, but as the elements of service are varied, and combined in different degrees on different routes, none can be found that would cover fully all the conditions on each and every route; such as the extent of the accommodations in postal and compartment cars for mails and agents of the Department; the weight of mails; the frequency with which they are transported; the speed at which they are carried; the length of the haul, and the number and extent of transfers at junctions with other roads, &c. Compensation for "space and speed" per train mile would more nearly meet the requirements than any other simple basis, if the length of haul, the weight of mails to be handled, the proportion of "locked mails" which are sent in charge of the railway companies' officers, and the number of agents of the Department transported are taken into account in fixing the rate of compensation.

In reply to question second, as to the rate or rates of compensation that should be fixed for the service:

The rate or rates of compensation should be regulated according to the facilities afforded and their value to the Department, rather than with reference to what the service may cost the railway companies; for the cost of the service rendered by the railway companies varies widely under different conditions, and the Department cannot afford on the one hand to assume the burden of all the disabilities of roads that have exceptionally high grades, light traffic, and other difficulties to contend with, nor should it, on the other hand, require railways that, by reason of their location, large traffic, and other material advantages, or such as have, by large expenditures of capital, secured superior facilities for cheap transportation, to surrender the benefits derived from their exceptional ability to do the service economically.

The fact that the Post Office Department is actually a competitor with the railways in the transportation of merchandise should also be considered; for merchandise carried on the fastest trains ought certainly to pay the railway companies a higher rate of freight than the same or similar goods transported on freight trains. If individuals ship their goods by passenger trains in order to secure the advantage of quick time, they pay an extra price for this facility, as it is proper that they should do, and there is no reason why they should be given, through the Department, such facilities of transportation at less rates than other customers who deal with the railway companies directly, and if this be so, it stands to reason that the *average matter transported by mail should pay the railway companies a higher rate than light merchandise or such goods as pay first-class rates on freight trains.*

If the compensation paid by the Department for transportation of the mails is too low, as compared with the ordinary rate of freight, it would enable them to enter into competition with the railways for a valuable part of their regular freight traffic, and in some cases at least a profitable business could be done in the transportation of merchandise by mail, to the detriment of the railway companies' revenues. For instance, the present rate paid by the Department for the transportation of an average of 4½ tons of mail daily, exclusive of Sundays, is $250 per mile of road per annum, less 14.5 per cent., making the net rate $212.75 per mile per annum, in addition to which there is paid, if the 4½ tons of mail are carried in 50-feet postal cars one trip per day each way, $40 per mile of road per annum, making a total of $252.75 per mile of road per annum; 80.75 cents per mile of road per day, or 17.94 cents per ton per mile, which, converted into space, gives the railway companies 8.075 mills per foot of car per mile run.

According to the report of the general superintendent of railway mail service to the postal commission in 1877, about 60 per cent. of the mails are transported over 300 miles, and the average haul is about 813 miles, which would make the *average rate per ton* paid to railway companies $145.85, while the charge made by the Department for merchandise for all distances is 1 cent per ounce or $320 per ton, *making an average profit* to the Department of $174.15 per ton; and there would be a profit even on third-class matter, such as books and newspapers, for which the Department charges $160 per ton.*

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* In view of the immense amount of merchandise transported by mail at an apparently large profit, it would seem more than probable that the Department service by railroads is a source of profit to the Government, and that all the deficiencies occur on the "star routes." If this be so (and it can no doubt be easily verified by the Department), it furnishes a very strong argument in favor of increased compensation to railway companies.

As the weight of the mails increases the rate per ton per mile paid to the railway companies decreases, so that *the larger the volume of the mails the greater is the profit made by the Department per ton*, unless the average haul should diminish in proportion to the increase in the weight of the mails.

According to the report of the postal commission in 1877, "A ton of average mail matter can be stored in a space occupying 4 feet in length and 2⅔ feet in height and the full width of the car."

If, therefore, the Department were to pay for the space required to store one ton of mail at the rate of 4 *cents per mile*, it would yield the railway companies 1 *cent per foot of car per mile*, which is no more than a reasonable rate for the accommodations furnished and less than would be charged to an individual who wished to have the exclusive use of a special car on a passenger train; for the usual charge in such cases is eighteen full fares or an average of about 3 cents per mile, or 54 cents per car-mile, and 1.08 cents per foot of car per mile.

SPEED.

That the compensation should increase with higher rates of speed is manifest; for, irrespective of the fact that it costs the railway companies more to run at high speeds than at low, the value of the service to the Department is greater.

If the relative cost of the service at different speeds is to be taken as a basis for compensation, which may be done for want of a better one, the following scale, reported by the postal commission in 1877, is probably as nearly accurate as the relative cost can be ascertained:

		Increase.
12 to 20 miles per hour	per cent..	1.8
20 to 25 miles per hour	do....	2
25 to 30 miles per hour	do....	2.2
30 to 35 miles per hour	do....	2.4
35 to 40 miles per hour	do....	2.6

COST OF TRANSPORTATION.

As has already been said, the compensation of the railway companies should be based rather upon what the service is worth than upon its cost. But as the postal commission of 1877 made quite an elaborate investigation into the question of the cost of transportation, and based their recommendations for a revision of the laws regulating the pay of railway companies chiefly upon the cost of carrying the mails as ascertained by them, some further investigation of the subject may be advisable.

The commission of 1877 endeavored to deduce the value of one foot of car space on passenger trains from the general cost of both the passenger and freight service, and their deductions were in some respects erroneous. For instance, they deduced the cost of passenger trains per foot per mile from the average cost of both passenger and freight trains per mile, as follows:

$$\frac{\text{Total operating expenses,}}{\text{Total mileage of revenue trains,}} = \text{cost of passenger trains per mile.}$$

$$\frac{\text{Cost of passenger trains per mile,}}{\text{Estimated length of passenger trains,}} = \text{cost of passenger trains per foot per mile.}$$

Unless it costs the same to run a train, whether passenger or freight, there is manifestly an error in the average cost ascertained by the commission, whether we take the 4.479 mills given by the majority, or the 4.62 mills per foot of car per mile given by the minority, as both are ascertained in the same manner.

That the cost varies widely is fully admitted by the commission, for both the majority and minority reports give it at from 2.83 to 10.4 mills per foot of car per mile, the cost being greater for short than for long hauls.

A large part of the cost of operating and maintaining railways is easily divided between the classes of service to which they pertain, and although what are commonly called "fixed expenses"—such as maintenance of the roadbed, structures and cross-ties, taxes and insurance on property, and administration—are in no way affected by the relative volume of the passenger and freight traffic, or the proportionate number of trains of each class; yet it is plain that these expenses are a part of the general cost of the service of transportation. Of the expenses of maintenance, there are some, such as the renewal of rails, &c., which can be divided very nearly in proportion to the actual wear caused by each class of trains, if their relative volume is determined by careful accounts of the engine and car mileage as well as of the traffic. The allotment of fixed expenses is, of necessity, entirely arbitrary, but if it be made in proportion to the relative gross tonnage of trains, including both dead and paying weight, instead of in proportion to the train mileage or revenue, as is usually done, the amount charged to passenger trains will certainly be no more, and probably less, than should properly be assessed upon that class of business as its proportion of the expenses which are common to both.

The following statements of the expenses of the Pennsylvania Railroad proper, for four years (from 1875 to 1878, inclusive), and of the Richmond and Danville railroad for five years (from 1878 to 1882, inclusive), show the relative cost of passenger and freight trains per gross mile-ton on the above basis.

Statements more in detail will be found appended hereto, marked A and B.

Pennsylvania Railroad—four years; Richmond and Danville Railroad—five years.

Roads and periods.	Passenger trains.			Freight trains.			Passenger and freight trains.		
	Ascertained expenses of passenger trains.	Gross mile tons of passenger trains.	Average per gross mile ton.	Ascertained expenses of freight trains.	Gross mile tons of freight trains.	Average per gross mile ton.	Expenses common to passenger and freight trains.	Aggregate gross mile tons of passenger and freight trains.	Average per gross mile-ton.
			Mills.			*Mills.*			*Mills.*
Four years of Pennsylvania Railroad.	$8,748,224 95	1,697,849,321	5.153	$28,705,340 47	16,327,778,469	1.758	$8,379,140 30	18.025,627,790	0.465
Five years of Richmond and Danville Railroad	852,651 54	151,071,578	5.644	1,776,500 86	597,306,541	2.972	826,203 08	748,378,119	1.131
Total	9,600,876 49	1,848,920,890	5.193	30,481,841 33	16,925,085,010	1.795	9,205,343 38	18,774,005,909	0.490

	Mills.	
Average of ascertained expenses of passenger trains per gross mile ton	5.193	
Average proportion of expenses common to passenger and freight per gross mile ton	0.490	
		5.683
Average of ascertained expenses of freight trains per gross mile ton	1.795	
Average proportion of expenses common to passenger and freight per gross mile ton	0.490	
		2.285
Cost per gross mile ton of passenger trains in excess of freight trains		3.398 or .1487-10 per cent.

The compensation to railway companies for transporting the mails on passenger trains ought certainly to be higher than the rates for merchandise (of which the mails are composed in part) on freight trains in proportion to the relative cost of transportation on passenger and freight trains.

The relative cost of transportation, as deduced from the expenses of the Pennsylvania Railroad and the Richmond and Danville Railroad, is as 2.285 to 5.683, or 148.7 *per cent. greater per gross mile ton on passenger than on freight trains.*

The rates for first-class freight from New York to Pittsburgh are $8.60 per ton, about 2 cents per ton per mile; to Augusta, Ga., $19.80 per ton, about 2½ cents per ton per mile, and to Atlanta, $25, about 3 cents per ton per mile.

If we take even the lowest of these rates the proportionate charge for the transportation of a similar car, loaded with the same quantity of mail on a passenger train, would be (2 × 2.487 = 4.974) about 5 *cents per ton per mile,* or taking six tons as the average load and ten tons for the weight of a car 30 feet long, such as would be used on freight trains, 1 *cent per foot of car per mile.*

The additional room in postal cars or apartments, in excess of what would be necessary for the storing of mail matter, is the *office room* required by agents of the Department, who perform the work on the cars while in motion, which was formerly done at the regular post-offices. For this space, including the fixtures and appliances, the heating and lighting, water, ice, and other arrangements for the convenience and comfort of the route agents, the Department should pay at least as much as for the space necessary to accommodate the mails as freight, or at the rate of 1 *cent per foot of car per mile.*

EXCEPTIONAL CASES.

The above rate of compensation may be too low in some cases, such as very short routes or roads that have a very light traffic, and some latitude should be allowed the Department in treating with them.

If deemed inexpedient to allow a higher rate in exceptional cases, the same result can be attained by contracting for more space in proportion to the weight of mails than on roads of greater length and larger traffic.

Very respectfully,

T. M. R. TALCOTT,
General Manager of the Richmond and Danville Railroad, Charlotte, Columbia and Augusta Railroad, Columbia and Greenville Railroad, and the Virginia Midland Railway Companies.

Hon. R. A. ELMER,
Second Assistant Postmaster-General, Chairman Committee on the Revision of Laws Governing Postal Transportation by Railroads.

STATEMENT A.—*Pennsylvania Railroad Division of the Pennsylvania Railroad.*

Years.	Passenger trains.			Freight trains.			Passenger and freight trains.		
	Ascertained expenses of passenger trains.	Gross mile tons of passenger trains.	Average per gross mile ton.	Ascertained expenses of freight trains.	Gross mile tons of freight trains.	Average per gross mile ton.	Expenses common to passenger and freight trains.	Aggregate gross mile tons of passenger and freight trains.	Average per gross mile ton.
			Mills.			*Mills.*			*Mills.*
1875	$2,186,350 37	389,824,843	5.261	$7,492,281 26	3,973,204,196	1.885	$2,051.363 57	4,363,029,039	0.470
1876	2,484,611 35	525,622,132	4.015	7,850,693 21	4,365,826,531	1.798	2,110,470 74	4,891,448,663	0.431
1877	2,027,999 71	382,730,079	5.506	6,606,941 59	3,724,875,420	1.773	2,108,555 32	4,107,605,499	0.510
1878	2,049,263 52	399,672,267	5.251	6,755,424 41	4,263,872,322	1.584	2,108,750 67	4,663,544,589	0.452
Four years	8,748,224 95	1,697,849,321	5.153	28,705,340 47	16,327,778,469	1.758	8,379,140 30	18,025,627,790	0.465

STATEMENT B.—*Richmond and Danville Railroad*—189 *miles.*

Year.	Passenger trains.			Freight trains.			Passenger and freight trains.		
	Ascertained expenses of passenger trains.	Gross mile tons of passenger trains.	Average per gross mile ton.	Ascertained expenses of freight trains.	Gross mile tons of freight trains	Average per gross mile ton.	Expenses common to passenger and freight trains.	Aggregate gross mile tons of passenger and freight trains.	Average per gross mile ton.
			Mills.			*Mills.*			*Mills.*
1878	$146,972 81	23,514,024	6.250	$284,771 31	64,469,167	4.417	$198,854 78	87,983,191	2.260
1879	156,078 56	26,752,483	5.834	312,821 27	101,377,607	3.085	129,015 67	128,130,090	1.006
1880	159,789 19	32,103,757	4.974	330,793 89	122,705,848	2.696	146,463 88	154,809,605	0.814
1881	183,706 27	36,835,474	4.978	390,265 43	136,158,578	2.866	150,918 26	172,994,052	0.872
1882	206,104 71	31,865,840	6.464	457,848 96	172,595,341	2.652	200,950 49	204,461,181	0.982
Five years	852,651 54	151,071,578	5.644	1,776,500 86	597,306,541	2.972	826,203 08	748,378,119	1.131

[Richmond, Fredericksburgh and Potomac Railroad.]

GENERAL SUPERINTENDENT'S OFFICE,
Richmond, Va., June 23, 1883.

SIR: Without reciting yours of April 2, I beg leave to respond as briefly as I can:

First, as to the basis of compensation. Looking at this from the standpoint of either the Government or the carrier, there are few who have studied the question who do not agree that "speed, space, and frequency," rather than net weight, should fix its value, and especially when the requirement embraces exclusive cars or parts of cars, the car-foot mile is regarded as the fittest unit of measure. It seems scarcely necessary to adduce arguments and exhibit proofs of this, when the records of your Department overflow and the annals of the Congressional committees are replete with them.

Passing, therefore, to the question, How much should the carrier receive? To base the solution upon the theoretical cost of the service appears to me ill-advised. Whether the actual cost can be accurately determined is doubtful. There is reason to believe that the exact expense of transportation has never yet been precisely ascertained, even on one railroad, so many variables are there to be comprehended in the analysis. A comparison of the railway mail service with that rendered the community by the carrier in other ways is not only simpler, but will afford a more trustworthy index. Thus, when we find that the carrier has received for similar transportation, under like conditions, very different rates, we may conclude that the balance is ill-adjusted. Upon a prominent route, for instance, the receipts were, for a period of twelve months, recently expired—

		Mills.
From passengers	per car-foot mile	10.43
From express	do	8.00
From United States mail	do	6.27

Yet the charges on that route are moderate, and the profits are undeniably meager. Would it be erroneous in this instance to conclude that the mail compensation is not sufficient; that a car which is intermediate between the coach and the express car, but more nearly approaching the first in finish, in weight, and in expense—a car which carries three or four times as many persons free as the express car, and drawn at equal speed—should return to the carrier a proportionate revenue? If not erroneous, then 10 mills pe rmail-car-foot mile would have approximated a proper remuneration. Certainly for none other than the United States would the work have been so cheaply done. The charge for transporting the car and its contents would have been greater even on the freight trains of the same route.

He who studies the history of the postal service will be surprised to see the slender allowances for increased facilities.

Upon the line referred to, when a mixed rail and steamer line, carrying its mails (which then included no merchandise) *in crates, on open "flat" cars*, at an average speed less than 15 miles per hour, the amount paid by the Department for years was $39,000 per annum. At the present day, upon a continuous railroad, over which the mails pass in elaborately equipped postal cars fifty feet long, at a speed of 25 miles per hour, there is paid (exclusive of the "fast mail") but $45,778.24 per annum; and for the "fast mail," which is run especially for the mail, and which maintains a speed of 30 miles per hour, $20,676.54—equivalent to 35 cents per train-mile *for that train, or 7 mills* per postal-car-foot mile.

The truth is that nothing so essential to the existence of modern society is more apt to be undervalued than rail transport by steam. The very ease and celerity which are its chief characteristics, the impressive appearance and apparently limitless capacity of the motor, give rise to the notion that what is so easily must be as cheaply achieved. We denounce the charge for a journey in a comfortable railway coach, to which we willingly submit for a tithe of the distance in a carriage slowly drawn by horses. We cheerfully pay for drayage a sum which we consider exorbitant for tenfold the service on the rail. I am inclined to think that not only those who employ, but those who manage, the railroads are disposed to make underestimates of the value of transportation upon them; and that to this, in some degree, the financial reverses which are periodically encountered may be logically traced.

I have endeavored to show by comparison that in a certain instance 10 mills per car-foot mile would have been no extravagant pay for the service. I now beg leave to recall to you the figures named in 1876 by the late Thomas A. Scott, by Mr. Isaac Hinckley, by Mr. F. B. Gowen, by Mr. Strickland Kneass, and other well-known men. As they all closely approximate the rate named, and as the investigations of prominent southern managers have, by different but converging paths, led to a similar result, I think we may infer that it is not wide of the mark.

These considerations seem to warrant the following conclusions:

1st. That only those mails which are carried in ordinary baggage cars, without compartments, or on freight trains, in other words, as ordinary freight is carried, should be paid for by weight.

2d. That the use of compartments of cars, or postal cars, on passenger trains should be estimated according to "space, speed, and frequency," without reference to weight, the car-foot mile being the obvious unit for this service.

3d. That a very close approximation to the proper compensation in most instances would be obtained by the rule (see page 9, Senate Document, Mis. No. 20, Forty-fourth Congress, second session), which is, *for a speed of* 15 *miles per hour, 7 mills per car-foot mile, adding one-fifth of a mill for each mile increase of speed per hour.*

It is assumed that special agents of the Department *not* traveling in postal cars should pay *half rates.*

That the United States should by contract protect the carrier against suits for personal injury to mail agents and messengers carried free.

That "fast mail" trains should be paid for at a price commensurate with the extra demand upon the company, the determination of which may be safely left to the Department and the carrier, with power, if they cannot agree, to refer to arbitration, such as already provided for by the laws of some of the States.

Respectfully submitted.

E. T. D. MYERS,
General Superintendent.

Hon. R. A. ELMER,
Second Assistant Postmaster-General,
Chairman Committee on Revision of Laws Governing Postal Transportation by Railroads.

[Rogersville and Jefferson Railroad. H. M. Aiken, president; C. M. Lenty, superintendent.]

ROGERSVILLE, TENN., 4, 13, 1883.

DEAR SIR: Referring to your circular of March 10, 1883, and accompanying letter of April 2, I have the honor to submit the following suggestions:

1. That, in my opinion, the proper basis of compensation for postal service, and the elements of which it should be composed, are:
   a. Frequency of trips.
   b. Number of miles carried.
   c. Regularity of service.
   d. Responsibility of service.
   e. Volume of mail carried.

2. As to the rate of compensation, I think that the above items should determine it, and that the *shorter roads should be allowed a larger compensation per mile than the larger ones*, for the reason that a road 100 miles in length can be operated at a very little more cost than one 25 miles long, the same crew and the same rolling stock being engaged upon each. Acting upon this, the railroad commissions allow roads the length of the Rogersville and Jefferson Railroad to charge 50 per cent. more upon all classifications of freight than they permit roads of the length of the East Tennessee, Virginia and Georgia, or any of the through lines. This view has doubtless presented itself to the minds of the members of the Commission, and I trust that it will receive their careful consideration.

Very respectfully,

H. M. AIKEN,
President Rogersville and Jefferson Railroad.

Hon. RICHARD A. ELMER,
Second Assistant Postmaster-General.

[Rome, Watertown and Ogdensburgh Railroad. General superintendent's office.]

OSWEGO, N. Y., *April* 26, 1883.

DEAR SIR: Yours of 31st March, inclosing circular, came during my absence.

I have looked the matter over, and do not know that I can make any suggestions. We get for the use of mail cars furnished with all the appliances, run to accommodate the mails, less per mile than our local freight rates would give us. The trunk lines, I presume, are much better paid than roads like ours.

If a mileage could be paid for the car service, and then so much per pound, I think the earnings for carrying mails would be more evenly divided; still, am looking at it from our side, and without the knowledge of what you pay through lines.

Yours, truly,

E. A. VAN HORNE,
General Superintendent.

Mr. RICHARD A. ELMER,
Chairman, Washington, D. C.

[Office of the Rumford Falls and Buckfield Railroad Company. I. Washburn, jr., president; S. C. Andrews, vice-president and treasurer; Otis Hayford, superintendent; R. C. Bradford, general ticket agent.]

PORTLAND, ME., *April* 10, 1883.

DEAR SIR: Your favor of the 3d instant, addressed to Superintendent Hayford, at Canton, is before me.

I think, and am confident, that the mail pay on this line ought not to be less than $2,000 per year; it should rather be more. This road is 29 miles long, consequently makes a daily mileage of 116 miles (4 trips per day), but for one and a half miles of the line mail is carried but two times daily. For the year ending September 30, 1882, this company's receipts were—

Received from passengers, mail, and express	$16,709 60
Received from freight and other sources	33,043 18
Total	49,752 78

Considering amount of service done here, the cost in supplying offices, and what, under the circumstances, would be a reasonable compensation, I feel that the sum named is very small, and have long thought so. I have examined payments made to other roads in this State, and believe it will be found to be less than is paid to any other road in the State for similar service.

Yours, truly,

I. WASHBURN, JR.,
President.

RICH'RD A. ELMER, Esq.,
Second Assistant Postmaster-General.

[Saint Paul and Duluth Railroad. General superintendent's office. H. P. Breed, general superintendent.]

SAINT PAUL, MINN., *April* 18, 1883.

DEAR SIR: As per your letter of April 3, I herewith submit statement showing the cost of carrying mails, express, and freight on this road. The amount of compensation allowed for doing this business during the last four years was so small that it did not pay us our expenses. We are obliged to furnish one-half of our car for the mail, for which we receive $13.81 per day. Our passenger cars earn, on an average $100 per day, it does not cost us any more to run coaches than it does mail cars, and the difference in favor of coaches is about $86.19. Our passenger coaches earn about $20,000 each per annum, and increasing every year. Our mail cars should pay as much as coaches, as the service rendered is the same, and for that reason I think we should receive pay at the rate of $150 per mile per annum on the main line.

In 1882 we received about $40 per mile for carrying mail; this is by far the poorest paying freight we carry, and have to give it first-class accommodations.

When you come to take into consideration the expense and repairs of operating the road you will readily see that we have been carrying the mails at a loss, as the net receipts were only $2,800. Our mail matter is rapidly increasing; the daily weight reports show that we are carrying more than double the amount carried four years ago, when the rate of compensation was fixed.

Hoping this will meet with your approval, I remain,

Yours, respectfully,

H. P. BREED,
General Superintendent.

RICH. A. ELMER, Esq.,
Chairman Committee R. of Laws, &c.,
Washington, D. C.

Cost of carrying mail on Saint Paul and Duluth Railroad for year ending December 31, 1882.

Total expense of one train:

Salary of conductor, 12 months, at $100 per month	$1,200 00
Salary of baggageman, 12 months, at $50 per month	600 00
Salary of brakeman, 12 months, at $45 per month	540 00
Salary of engineer, 48,515 miles, at 3½ cents per mile	1,698 02
Salary of fireman, 48,515 miles, at 2 cents per mile	970 30
Proportion of dispatchers and wipers wages	485 15
Repairs of locomotive, at 4.6 cents per mile	2,231 69
Fuel used by locomotive, at 11 cents per mile	5,336 65
Oil and waste used by locomotive, at 4.1 cents per mile	194 06
Water supply proportion, 5½ per cent	227 00
Value of locomotive $14,000, depreciation 6 per cent. per annum	840 00
Annual cost of running one car, as per statement below, is $969.33; our train consists of 4 cars	3,877 32
	18,200 19
Number of trains run to carry mail between Saint Paul and Duluth	2
	36,400 38
Space occupied by mail is one-half of one car, which is one-eighth of the train, or	4,550 05
One extra mail and express car, at a cost of $969.33, half is	484 66

Amount paid at terminal points for carrying mail to post-offices is—

At Saint Paul, $30 per month	360 00
At Duluth, $15 per month	180 00
At Minneapolis, $12.50 per month	150 00
At Taylor's Falls, $10 per month	120 00
	5,844 81
Average cost of running one car per day	9 34
Compensation received for carrying mail in 1882	8,644 71
Expenses	5,844 71
Excess over train expenses	2,800 00
(Or 66.08 per cent. of gross earnings.)	
Gross earnings per car per day	13 81

This statement does not include any proportion of road repairs, station or general office expenses, only actual cost of running the train.

Cost of carrying express on Saint Paul and Duluth Railroad for year ending December 31, 1882.

Total expense of two trains same as mail statement	$36,400 38
Space occupied by express is same as mail, one-eighth of train	4,550 05
One extra mail and express car, at a cost of $969.33, half is	484 66
	5,034 71
Average cost of running one car per day is	8 04
Compensation received for carrying express in 1882	10,888 59
Expenses	5,034 71
Excess over train expenses	5,853 88
(Or 46.24 per cent. of gross earnings.)	
Gross earnings per car per day	$17 39

Annual cost of running one combined mail and express car is as follows:

Value of car is $3,500; the depreciation 6 per cent., or	$210 00
Cost of repairs	558 01
Cost of oiling and cleaning	105 80
Cost of supplies	28 28
Cost of fuel	54 40
Cost of oil and grease	11 06
Cost of waste	1 78
Total	969 33

Cost of hauling one train of seventeen cars loaded with freight from Saint Paul to Duluth:

Salary of conductor, 1½ days, at $70 per month	3 50
Salary of brakeman, 1½ days, at $45 per month	2 25
Salary of brakeman, 1½ days, at $45 per month	2 25
Salary of engineer, 155 miles, at 3½ cents per mile	5 42
Salary of fireman, 155 miles, at 2 cents per mile	3 10
Proportion of dispatchers' and wipers' wages	1 55
Repairs to locomotive, $4\frac{6}{10}$ cents per mile	7 13
Fuel used by locomotive, at 11 cents per mile	17 05
Oil and waste, locomotive, at four-tenths cent per mile	62
Water supply, proportion	75
Value of locomotive, $14,000; depreciation, at 6 per cent. per annum	2 30
Daily cost of keeping one freight car in running order is $2.68; 17 cars in train is	45 56
Total cost for one train	91 48
Or for each car	5 38

These seventeen cars, loaded with first-class freight, would average us $40 each, or a total of $680 for the train.

Total earnings	680 00
Total expenses	91 48
Excess over train expenses	588 52

(Or 13.45 per cent. of gross earnings.)

Cost of hauling one train of seventeen loaded refrigerator cars from Saint Paul to Duluth:

Salary of conductor, 1½ days, at $70 per month	3 50
Salary of brakeman, 1½ days, at $45 per month	2 25
Salary of brakeman, 1½ days, at $45 per month	2 25
Salary of engineer, 155 miles, at 3½ cents per mile	5 42
Salary of fireman, 155 miles, at 2 cents per mile	3 10
Proportion of dispatchers' and wipers' wages	1 55
Repairs to locomotive, at $4\frac{6}{10}$ cents per mile	7 13
Fuel used by locomotive, at 11 cents per mile	17 05
Oil and waste used by locomotive, four-tenths cent per mile	62
Proportion of water supply	75
Value of locomotive, $14,000; depreciation, at 6 per cent. per annum	2 30
Daily cost of keeping one refrigerator car in running order is $3.15; 17 cars in train is	53 55
Total cost for one train	99 47
Or for each car	5 85

These 17 cars loaded would average $50 each, or a total of $850 for the train.

Total earnings	850 00
Total expenses	99 47
Excess over train expenses	750 53

(Or 11.7 per cent. of gross earnings.)

Comparison.

	Value of car.	Average cost of running car per day.	Average receipts per day per car.	Amount received per car above expenses.
Mails	$1,750 00	$9 34	$13 81	$4 47
Express	1,750 00	8 04	17 39	9 35
Freight	514 00	5 38	40 00	34 62
Refrigerator	800 00	5 85	50 00	44 15

[Savannah, Florida and Western Railway Company. Charleston and Savannah Railway Company. H. B. Plant, president, New York; H. S. Haines, general manager, Savannah, Ga.]

NEW YORK, *Oct.* 19, 1883.

DEAR SIR: I had the honor on the 5th of April last to acknowledge the receipt of the communication which, as chairman of the Committee on "Laws governing Postal Transportation by Railroads," you addressed to me. In my reply I stated that I would undertake to present my views on the subject provided there would be sufficient time for me to do so. After writing that letter my attention was called to the replies of Maj. Henry Fink, Maj. E. T. D. Myers, and Col. T. M. R. Talcot, to your circular. The views of these gentlemen as to the modification of the present laws governing postal transportation are in general accord with my own, and I do not see what I can add to what they have recommended, or how I can present it more intelligibly than they have.

Very truly, yours,

H. S. HAINES,
General Manager.

Hon. RICHARD A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

[Searcy and West Point Railroad.]

SEARCY, ARK., *April* 14, 1883.

SIR: In reply to yours, 2d instant, in regard to proper basis of compensation for mail service on railroads, I would say that I have rather limited experience in the matter, but am of the opinion that as a general thing the same rules will apply to this as to the carrying business of other kinds; that is to say, that I do not think that a short line can afford to carry mails at the same rate per mile as a long one. I refer you to the law of this State in regard to carrying passengers. Short lines of railroad are allowed to charge 10 cents per mile, while long lines are only allowed 5 cents per mile.

My experience in carrying freight is also the same. I refer to these outside matters, merely as proof in favor of my argument in favor of better pay on short lines of railroad mail service.

I would further suggest that where short lines make connection with long ones, the amount of night running should also be taken into consideration, as it costs more to procure labor for the night run than for the day.

According to my understandings of the rate of compensation for mail service, it is on a basis of 6 round trips per week, and a specified rate per mile. Now, I would think, when the Department requires an additional number of trips, there should also be additional pay. I have written the above on general principles. I will now refer to the part of the service in which I am most interested, namely, route 29011, Searcy to Kensett.

We performed the service on this route as subcontractors for over four years previous to February 15, 1882, at which time it was changed to a railroad route. My understanding, as I before mentioned, was that the rate of pay was for six round trips per week, and for more trips extra pay. You will understand that under the present arrangement, taking effect to-day, we carry the mail to four trains on the Iron Mountain Railroad and return per day. Of course I do not expect four times as much pay as if we carried the whole mail at one trip, but certainly think the pay should be increased in such cases. Hoping that you will consider this matter, and endeavor to help us in the near future,

I remain, very respectfully, yours,

A. W. YARNELL,
Superintendent S. and W. P. R. R.

R. A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

[Silver Lake Railway Company.]

TREASURER'S OFFICE,
PERRY, N. Y., *October* 24, 1883.

DEAR SIR: In reply to your circular of 10th instant (at the request of our superintendent), I would suggest that some discrimination should be made in favor of short roads such as ours. As the law now stands, we are compelled to deliver the mail at *terminal offices*, and out of the pittance we receive for carrying the mail less than seven miles, we are compelled to pay sixty dollars a year for its delivery at *this end of our road.*

Yours, respectfully,

H. N. PAGE,
Treasurer.

Hon. R. A. ELMER,
Chairman.

[Skaneateles Railroad, in connection with New York Central and Hudson River Railroad, at Skaneateles Junction. John E. Waller, president; J. McNamara, superintendent.]

SUPERINTENDENT'S OFFICE,
Skaneateles, October 26, 1883.

DEAR SIR: Your circular letter dated 10th inst., addressed to J. E. Waller, president, calling attention to your letter and circular of May last, respecting the revision of laws governing postal transportation by railroads has been handed to me for reply. I fully appreciate the importance and difficulty attending the adjustment of the question before you, but I do not feel competent to advise you in the matter, or venture any suggestion (as solicited in your circular) respecting the revision of the laws or the adoption of a system ganging the rates of pay for carrying the mails by rail. Every road ought to receive a fair compensation for the amount of service performed, which *is not* the case under the present law, especially in the case of *this road*, and to which I beg to invite your attention. We are carrying the mails for the following offices, namely: Skaneateles Falls, Mottville, Skaneateles Village, Thorn Hill, and Borodino. The number of mails carried *in* and *out* during the week is 36. The cost of delivering the mails from cars to post-offices at Mottville and Skaneateles Village per month is $13, making $156 per annum for delivering the mails to and from cars to post-offices. The compensation allowed this company for the service is $220.60 per annum, leaving $64.40 only for train messenger and transportation per annum. Some time ago I laid these facts before Postmaster Brady, and in due time received a promise that he would give the subject his personal attention and hoped to have the matter adjusted as early as possible, but nothing has been done yet. Six hundred dollars is as low as the service can be performed for, and I trust that you will not permit this injustice to continue much longer.

Very respectfully, yours,

J MCNAMARA,
Superintendent.

Hon. R. A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

[Sodus Bay and Southern Railroad Company.]

OFFICE OF SUPERINTENDENT,
Sodus Point, N. Y., April 23, 1883.

SIR: Replying to your letter and circular addressed to our president, I beg to state the present compensation received by this company for carrying the mail is, per annum, $1,453.50. For this purpose the company furnish an apartment in a combined passenger and baggage car. This apartment is a permanent fixture and occupies a space in the car nearly equal to one-quarter of the whole car, and devoted exclusively to the use of the mail agent. This is lighted and heated by this company, and the messenger carried free. Estimating the value of the room devoted to this purpose at one-fourth the earnings of this car for other purposes, say at $5 for each trip, and with two trips daily or 624 trips yearly, at $5 each, would be $3,120. From this it will appear that the compensation received for carrying mail is less than half of what it should be as compared with earnings from other sources, which I believe to be the case.

The mail matter carried by this route has greatly increased since the original contract was made, and is gradually increasing. It would be only just, therefore, that this company should be paid an increased amount for transporting mail matter.

Yours, very respectfully,

S. B. STUART,
Superintendent.

Hon. RICHARD A. ELMER,
Chairman, Washington, D. C.

[General superintendent's office of the Southern Central Railroad Company, and Ithaca, Auburn and Western Railroad Company. James G. Knapp, general superintendent.]

AUBURN, N. Y. *October* 25, 1883.

DEAR SIR: I am in receipt of your circular of October 10, calling my attention to a circular dated March 10, relating to the proper gauging of rates of pay for railway mail service.

I can only say that we feel that we are not receiving anything like the amount we should for the accomodations furnished and services performed. We are running two cars the entire length of our road and return, making two services each way per day, a mileage of 480 miles per day, besides carrying pouches on other trains and carrying the mail between the post-offices and the trains; for this we are paid $509.43 per month. For no *more space* and for *less mileage* the express company pay us more than *double this amount.*

It is not a question of a few pounds of weight more or less. We give you the accommodation asked for, equal to a greater amount of mail matter than you have, double the mileage that you ask of like roads or roads similarly situated, and the compensation per mile is no greater than on roads doing one-half the service giving the public one mail each way per day. It is proper we should have a fair compensation for doing this service. One-half the space given to coal on a coal train at three-fourths of one cent per mile would give us more money and cost us less to do it. We are hoping and believing that in the readjustment of compensation for carrying the mails we shall be better paid.

When the contract made out by the Department at Washington was sent here to sign, there was not an officer of the company that felt that he could sign it, the compensation was too small by more than one-half.

In the question of compensation to be allowed is not accommodation and the mileage taken into consideration?

On roads east and west of us there is only one service each way required of them, yet their compensation per mile is equal and in some instances greater than ours. If it is right I cannot see it from my standpoint.

Very respectfully, yours,

JAS. G. KNAPP,
General Superintendent.

P. S.—If this was simply a contract between some corporation and the railroad company, and the public was not to be inconvenienced thereby, we should refuse to do the service for the pay we are forced to take.

J. G. K.

Hon. R. A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

[Texas and Saint Louis Railway Company in Missouri and Arkansas. Texas and Saint Louis Railway Company in Texas, "Cotton-Belt Route." J. W. Paramore, president. Office of the president, No. 25 South Fourth street.]

SAINT LOUIS, MO., *October* 27, 1883.

MY DEAR SIR: Your circular of October 10, 1883, was duly received, but, owing to the multiplicity of duties devolving upon me in opening our new line of railway, I have not had time or opportunity before to answer. While I have not had time to give the working of the system a critical examination in connection with the laws regulating the Post-office Department, yet I can give you some facts as they apply to this road, which seems to me to need some special legislation, and as there are other railway lines in similar condition with this, the general laws regulating such cases, it appears to me, would be but a simple act of justice to these new railway lines, and also a great convenience to the people endeavoring to establish new towns and business along the lines of such railways.

This line was commenced and constructed from Texarkana to Gatesville, Tex., a distance of 315 miles, and finished about two years ago. Owing to the confederation of what is known as the Gould Southwestern System, composed of the Missouri Pacific, Iron Mountain, Missouri, Kansas and Texas, the Texas Pacific, and International and Great Northern, our line was left without any through or friendly connections, and hence the transportation of mails was confined simply to such mails as were carried to way stations which could not be reached by any of the confederated lines; hence, in receiving our mail pay simply by weight of mails, we did not get a sufficient amount of pay to justify us for running a car and the attention to mails. The same state of facts has existed during the construction of our line through the States of Missouri and Arkansas, from Bird's Point to Texarkana, being constructed in small sections. We carried the mail on portions of the line simply for the accommodation of the people, and the pay allowed by the weight of mails compelled our company to perform this service at an actual loss. I think, therefore, that justice and equity would entitle us to relief, or an increase on the rate of pay allowed for all this past service rendered. Our line was opened as a through line from Bird's Point, opposite Cairo, Ill., to Gatesville, Tex., a distance of 732 miles, on the 12th day of August, 1883. The mails were only put on a portion of the line on October 1, 1883, although from the opening we put on regular through trains, and have special postal cars, fitted up in the most approved style, and space sufficient to carry in each car ten or more tons of mail, and the cost to the company of performing this service would be but little greater, if we had actually that amount of mail matter, over the present cost; whereas, the mail pay, being fixed by weight, affords us no just compensation for this service. The bare statement of these facts, I think, carries with it its own argument, and shows the injustice to railway companies of regulating the mail pay exclusively by weight. As we run through the thinly-settled portions of the States of Arkansas and Missouri, the towns along the line of road are all new, and it will be years before the business will be sufficiently developed to make the mail service, by weight, sufficient to justify the company in running these special mail cars and stopping trains at all little way stations, where perhaps half a dozen letters would have to be delivered in order to comply with the present laws. As there are undoubtedly other railway lines newly constructed in the same situation as ours, I think your honorable committee should give these facts due weight and consideration, and recommend such changes in the postal laws as would do more equity to new lines of road running through thinly and sparsely settled countries, and in our own case it seems to me that a special law should give us relief for past services.

Referring to a letter before me, received from your Department, dated June 12, 1883, I see that from this small pay received for mail service on our Texas line, stoppages under the rigid construction of the present laws were made against this company of $1,767.66 on

Route 31025, from Texarkana to Waco, for the quarter ending June 30, 1882, because of the failure at Texarkana to arrive on time. During a large portion of that time our road was subject to floods and washouts, which made it impossible to start and deliver trains on schedule time; hence, if the strict letter of the law is followed, and such deductions are made, it leaves us almost nothing for the performance of this service.

I have referred your honorable committee to that letter to our general manager, George W. Ristine, dated June 12, 1883, signed H. D. Hazen, Acting Second Assistant Postmaster-General.

Hoping these facts will be of service to your committee in recommending a more equitable plan of compensation to new lines of railway, I am,

Very truly, your obedient servant,

J. W. PARAMORE,
President.

Hon. R. A. ELMER,
Second Assistant Postmaster-General.

[Toledo, Ann Arbor and Grand Trunk Railway. General Office. H. W. Ashley, superintendent and assistant treasurer.]

TOLEDO, OHIO, *April* 7, 1883.

DEAR SIR: In reply to your communication of the 2d ultimo—

In order to determine a proper basis for postal service, it is necessary to consider the expenses and liabilities under which it is carried on various routes. Considering the expense attached to this service on this line, the passenger business on the train which now carries the mail could be as well accommodated by a combination car and coach as at present by two coaches and a baggage car; the third car is rendered necessary by the peculiar demands of the postal service. If we consider the mileage and repairs of this car, 3 cents per mile, this additional cost of running this extra car, not including power, is $1,123.20 per annum; the additional terminal expenses on this account (75 cents per car) is $468 per annum; estimated additional power necessary, $300; and fare of agent, $1,123.20, makes a total entirely outside of the mail service proper, $3,014.40; of this amount the company has actually expended $1,891.20, and is entitled to credit for the last item on account of its liability for the passenger. As the road runs through a sparsely settled country, and is new, it receives on the basis of weight the smallest consideration given by the Department. The necessary expenses connected with this service on this road, for which we receive $2,623.40 per annum, would be sufficient for an average of 2,000 pounds or more per mile. To the smaller roads the system of paying by weight with the present gradations is obviously unjust. In my judgment, such a service as is now performed on this road cannot profitably be handled for less than $85.50 per mile; the increased cost of transporting increased weights of mail, until a special car is required for the service, is nominal. Like other business of the carrier, the compensation should be in direct ratio with the expenses and liabilities incurred.

An illustration comparing the compensation received for this service at present with that from another department. The space at present actually occupied by the mail rooms in this company's cars is sufficient to seat 12 passengers; the revenue from such service for one year would be $13,478.40; the present compensation—taking the entire *necessary* service of the car—is about (2½) two and one-half fares.

Without going further into the subject it is obvious that such a road as this one is not paying the expenses especially attached to the mail service by the compensation received for it.

In my judgment a means should be devised to make remuneration for this service on the basis of the expenses and liabilities attending the work. If this cannot be satisfactorily ascertained, certainly the differences between the scheduled weights as at present employed can be made more nearly to correspond to the difference in cost to the companies performing the service.

Very respectfully,

H. W. ASHLEY,
Superintendent.

RICH. A. ELMER, Esq.,
Chairman, &c., Washington, D. C.

[Office of the Troy and Boston Railroad Company.]

TROY, N. Y., *October* 22, 1883.

DEAR SIR: Yours of the 10th is at hand. I did not reply to the May circular because I did not think it would do any good. The conduct of the Department is so unfair that I could not hope to rectify, by any opinion that I might express, the general subject of railway transportation when I cannot get justice for the litt.e road I represent. If you ask what I mean, I say that the Department's policy of making rates on the basis of a certain amount of mail matter, and then doubling it without compensation, is not right. Neither after a contract is made for four years, stripping the road of its legitimate business while weights are being taken, ordering old contracts annulled and new ones given at reduced compensation, is not right, particularly when a larger amount is immediately ordered upon the line. This is our experience. If your committee can suggest some plan by which a compensation can be allowed for the amount of service the railroad performs independent of weights, I think it would be more just and give better satisfaction to the railroads. For instance, if the Department wish a car whose dimensions are fixed by them, and which they think is required on the route, let them pay a reasonable amount for it, the amount of mail matter not entering into the calculation, for it costs the Hoosac Tunnel Line just as much per mile to draw a car to and from Boston as it does the Boston and Albany, and yet our compensation is greatly less. These are views I have entertained since the mails were placed upon our road, and for which I have always felt we were not paid an amount equal to service performed.

Truly yours,

DAN'L ROBINSON,
President.

RICH. A. ELMER, Esq.,
Second Assistant Postmaster-General, Chairman, Washington.

[Ulster and Delaware Railroad Company. General office. J. H. Jones, general superintendent.]

RONDOUT, N. Y., *April* 21, 1883.

SIR: In reply to your letter of April 2, I respectfully submit the following in regard to the postal service performed by this company:

Our road is 74 miles long. On the first 44 miles, from tide water it rises 1,886 feet to the top of the mountain and then descends into a valley. On one side of the summit we have a grade averaging 150 feet per mile for 5 consecutive miles, and on the other side a grade averaging 145 feet per mile for 3 consecutive miles. We haul a postal car every day in the year, except Sunday, and for the three summer months two per day. Our compensation is about $17 per day, or a little less than $14 for each round trip of a postal car hauled 148 miles on our fastest passenger trains. This compensation is entirely inadequate to the service performed, as we receive a much higher rate for ordinary freight conveyed on slow trains. We suggest that the compensation allowed railroad companies should be based upon the cost of the service to the company who performs it, such cost to be ascertained by investigation.

Respectfully,

J. H. JONES,
General Superintendent.

Hon. RICHARD A. ELMER,
Chairman, &c.

[The Utah and Nevada Railway Company. Sidney Dillon, president; W. W. Riter, vice-president, secretary, and superintendent; James M. Ham, treasurer.]

SUPERINTENDENT'S OFFICE,
Salt Lake City, Utah, November 5, 1883.

DEAR SIR: Referring to your circulars of May last and October 10, relative to adjusting the compensation for railway transportation of mails, I would say that I consider the minimum allowance, viz: $42.75 per mile, as grossly inadequate. There are many roads here in the West that are built into sparsely settled districts where the weight of daily mails does not exceed the minimum weight, viz: 200 pounds. When the mails weigh 500 pounds daily the compensation is $75 per mile, less 10 per cent. and 5 per cent., and so on. Now, it requires a compartment car and other conveniences to carry 200 pounds per day, the same as a greater amount, and the expense of carrying 500 pounds or 1,000 pounds is really but little more than carrying 200 pounds. So I hold that the compensation for carrying the larger amount is not too large, but that for carrying the minimum amount is too small. Besides this, the law works a hardship in requiring the railway companies to carry the mails from the depots at terminal points to the post-offices, for the same compensation as on the rails. Take our case, for instance; the aggregate distance from our terminal depots to the post-offices is 4½ miles, for which we receive $192.37 per annum. For this same service we pay $330 or $137.63 more than we receive. I think it but just for the mail department to take and receive the mails at the depots.

Yours, very respectfully,

W. W. RITER,
Superintendent Utah and Nevada Railway.

RICHARD A. ELMER, Esq.,
Chairman Committee on the Revision of Laws Governing Postal Transportation by Railroads, Washington, D. C.

[Utah Central Railway. Superintendent's office. John Sharp, superintendent.]

SALT LAKE CITY, UTAH, *November* 19, 1883.

DEAR SIR: Replying to yours of April 2, relative to compensation to railroad companies for carrying mails, would beg to state that the mail service is so very different from all other railroad business that it requires a different basis for just compensation.

The difficulty and expense of obtaining a correct average of mails carried renders it necessary to adopt some other means of arriving at a fair compensation, and I think that the suggestion of Marshall M. Kirkman, a celebrated author on railway subjects, is worthy of consideration.

The following quotations from his work entitled "The Baggage, Parcel and Mail Traffic on Railroads," published by the Railway Age Publishing Company, Chicago:

"Our laws base the rate that is allowed by the Government on the average weight of mails transported the who length of the line of the carrier. * * * The average thus determined for different lines forms the basis of the amount that the Government will pay upon such lines for the succeeding four years, or until a new adjustment occurs. * * * From this it will be seen that in the event the average weight arrived at is in any case too small the carrier will suffer thereby, and if in any it is too high the Government, on the other hand, will be the sufferer. This evil, it has been suggested, might be remedied, in part at least, by basing the rate that the Government will pay on the number of lineal feet furnished by the carrier for the accommodation of the mails in the car or cars set aside for that purpose. Under such an arrangement the space required by the Government could be readjusted witho t difficulty from time to time to meet the actual requirements of the postal service."

The present rules regulating compensation need modification, the progressional scale being too extreme. Clause 2 of section 4002 provides a rate of $50 per mile for 200 pounds and $75 for 500 pounds and so on. An adjustment of this scale should make the compensation for 300 pounds $60 per mile, 400 pounds $70 per mile, 500 pounds $75 per mile, and if compensation for 500 pounds be $75 per mile, 600 pounds should be $80, and thus an increase of $5 for each additional 100 pounds carried, to 1,000 pounds, for which $100 is the compensation. Such a progression would not increase the difficulty in arriving at just compensation, and would be much more satisfactory to the carrier than the present extreme scale, whereby a carrier is only paid the same for 400 pounds as for 200 pounds.

The rule allowing additional pay for postal cars is too contracted; the basis for additional pay is a whole car of 40 feet in length, while any fraction of a car receives no additional payment. The Utah Central Railway provides one-third of a car, according to the requirements of the Postal Department, which it must furnish, light, warm, and clean regularly at considerable expense, for which it receives no additional compensation. If a whole car is entitled to $25 per mile per annum, we think it would be perfectly consistent to allow a proportionate amount for a fraction of a car, when special compartment is used by agents as a postal car.

The transportation of mails between railway depots and post-offices should be done by the Postal Department irrespective of distance, as the cost of this service is not met by the allowance of mileage.

When Salt Lake station was the terminus of the Utah Central Railroad, the company paid $75 per month for transporting mails between depot and post-office, equaling $900 per annum, for which service it only received $75 per annum.

These few suggestions are respectfully submitted as being the result of our actual experience.

Respectfully, yours,

JOHN SHARP,
Superintendent.

Hon. RICHARD A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

[Virginia and Truckee Railway Company. D. O. Mills, president; H. M. Yerington, general superintendent.]

GENERAL SUPERINTENDENT'S OFFICE,
Carson City, Nev., April 28, 1883.

SIR: Again referring to your valued favor of the 2d instant relative to compensation to railroad companies for carrying the mails, I beg to submit the following crude ideas that, from my standpoint as general manager of the Virginia and Truckee, and Carson and Colorado railroads, strike me as being pertinent to the subject, and respectfully make the following suggestive replies to your circular:

First, "as to the proper basis of compensation for postal service, and the elements of which it should be composed." The basis of mail compensation by the United States Government to railroads should be precisely the same as the basis upon which a railroad fixes its local passenger and freight rates to obtain a fair and reasonable return for the investment.

As the elements upon which revenue depends differ among the many railroads of the country, it follows that the compensation should be varied accordingly. We claim that any railroad is entitled to fair and reasonable compensation from all traffic making up its revenue—mail transportation as well as passenger and freight transportation.

A railroad, which by reason of the sparse population along its line, and the consequent light traffic enjoyed, must charge and collect from its patrons 100 per cent. and more for freight and passenger transportation than is charged by the railroad enjoying a larger and therefore more profitable trafic, should receive a corresponding compensation from the Government of the United States, on mails, and particularly should this be the case with a railroad opening up a new and comparatively unsettled section of country, which, before the construction of the railroad the Government paid several times as much compensation for mail transportation by stages, with the services tardily and most inefficiently done. To illustrate: The Carson and Colorado Railroad, running through a barren, dry and mountainous country, very sparsely settled, principally by miners, and their camps few and far between, connecting with the Virginia and Truckee Railroad at Mound House, which connects with the Central Pacific Railroad at Reno, is compelled to pay to such connecting roads their

local tariff rates upon all articles required for its construction, as well as its operation; the wages received by its employés are from 30 to 50 per cent. greater than the average wages to railroad employés in the United States; its fuel for locomotive use consists of pine wood only, costing the company $8 per cord, which is more than double the average fuel expense for locomotives in the United States; its net earnings have been, and will be for some time to come, barely sufficient to meet its expenses, and interest on bonded indebtedness.

The above items, therefore, should be considered in forming a basis for mail pay, as they are necessarily considered in the fixing of rates for other transportation. The length of the road should also be taken into consideration on the proposition that the longer the haul, the cheaper it can be done.

I hold, therefore, that the arbitrary rates adopted by the Government, which are the same for ALL railroads throughout the country are inequitable.

Second, "as to the rate or rates that should be fixed for the service." In this it is difficult to arrive at a definite conclusion. In our judgment the compensation now allowed the Carson and Colorado and the Virginia and Truckee railroads is not more than 50 per cent. of what is justly earned. As an illustration, the Virginia and Truckee, a road costing $100,000 per mile, at present receives from the Government the annual pay of $116.28 per mile for 52.61 miles, equal to about $510 per month, or $17 per day. For this service a suitable mail room is provided for railway postal clerks, the same furnished and supplied with wood, water, and lights, daily hauled from Reno to Virginia and return, over grades of 116 feet per mile, a distance of 105 miles, besides free transportation to the postal clerks and other agents of the Department.

Now, we submit that $150 per mile would not be more than a just and reasonable compensation for the service, instead of $117. We should have pay for the room, &c., furnished the railroad post-office clerks and for their transportation, but which the law says we cannot have because the room supplied is not 40 feet in length. We furnish all the room that is necessary, and the facilities so furnished compels the haul of the car, otherwise the use of such car could be dispensed with. Since 1870 I have frequently applied to the Department for increase of pay, and when the honorable Mr. Key, Mr. Tyner, and other post-office officials were here on the coast, I laid the matter before them, and although they admitted the hardship we were laboring under, it was met by the reply that our case was rather an exceptional one, and nothing could be done for us under the law, so that ended it.

Of course, our difficulties do not as a general thing apply to long lines, trunk lines, &c., running through a level, well-settled country.

This may look more like special pleading in favor of the roads I represent than a reply to your questions, and yet, under the circumstances, I would naturally drift into the line of argument I have taken, favoring an increase of mail pay, when the object of your honorable committee may be to reduce it on all railroads. At all events, what I have said will safely apply to the short local roads on the Pacific coast, and I can but hope it will meet your approval and that of your honorable committee. I remain

Very respectfully, your obedient servant,

H. M. YERINGTON,
Vice Prest. and Genl. Supt. V. and T. R. R. and Prest. and Genl. Supt. C. and C. R. R.

HON. RICHARD A. ELMER,
Second Assistant Postmaster General, Chairman, Washington, D. C.

[Visalia Railroad Company. R. E. Hyde, president.]

VISALIA, *April*, 1883.

SIR: I beg to acknowledge the receipt of your favor of 2d instant, regarding railway mail service on Route 46018, over the Visalia Railroad. As you kindly ask me to state my views regarding the proper basis of compensation for postal service, I will do so. On a short terminal line in a sparsely-settled country I do not think compensation should be based on weight, but on actual value of service.

The compensation allowed us at this time for carrying the mails is $27 68 per month; from this we have to pay $10.50 per month for conveying mails to and from post-office to railroad station. I have often thought were it not for the convenience to our people I would prefer not to carry the mails at the price fixed by the Department. The service we perform consists of a daily mail to and from San Francisco, ditto to and from Los Angeles, also to and from Handford and Lemoore in this county. Our station is located nearly 1½ miles from post-office, and the carrying of mail matter to and from the station is a concession to us at $10.50 per month. We have always known we were insufficiently paid for our service, but could see no way under the existing law for a change.

You ask me to support my views by exhibits of earnings, &c. I think that is hardly important, as the net receipts from mail service is only $13.18 per month, and cuts no figure in the matter. I think the service from Goshen to Visalia is worth $1,000 per annum, and should we cease to carry it, could not be contracted for twice that sum. The running expenses of our road are about $1,000 per month receipts, from $1,200 to $1,800; sometimes the latter, oftener the former.

You can therefore see that we do not depend largely on the mail service.

I am, my dear sir, yours, very respectfully,

R. E. HYDE.

HON. RICHARD A. ELMER,
Washington, D. C.

[Wabash, Saint Louis and Pacific Railway Company. General superintendent's office. Robt. Andrews.]

SAINT LOUIS, MO., *November* 8, 1883.

DEAR SIR: I beg leave to acknowledge the receipt of your circular letter of October 10, in reference to furnishing information on the subject of railway transportation, as far as the rates paid for carrying United States mails are concerned. It will be impossible for me to furnish any information to reach you in time for your report. As you are aware, it is a very complicated and intricate matter to determine exactly what the expenses of handling mails are. There are so many different circumstances that arise on sections of our railroad that requires a great deal of study and care to determine just exactly what the expense of handling mails are. In many instances we are obliged to put on additional cars to accommodate this business, and other cases where part combination cars are used for mail distribution and a portion of the baggage used for storage of mails. Then, again, the speed at which we are obliged to run some trains, in order to make connections, is an item of consideration, and the compensation should be greater on fast trains than upon slow trains, on account of the increased damage done to track, machinery, and cars.

Several years ago I gave this matter considerable attention and careful study, and had made up a report for Hon. J. D. Cox, who was then president and receiver for the Toledo, Wabash and Western Railroad Company. The figures that were made then would not stand at this time, as there has been a number of elements, in the handling of mails as well as the handling of trains, that would make of no use the calculations made at that time, and I must confess that when I made the report up at that time I found a great deal more difficulty in arriving at a just estimate of the matter of cost of carrying mails than I had any idea of before I had taken the matter in hand.

I have had no time during any part of this year to give such matters much personal consideration, and it would be impossible for me to do so during the balance of this year. My duties require me to be absent so much of the time on the line of the road that I do not find much time to work out statistics.

Respectfully,

ROBT. ANDREWS,
General Superintendent,

R. A. ELMER, Esq.,
Second Assistant Postmaster-General and Chairman, Washington, D. C.

[Western Maryland Railroad Company. Office of president and general manager. J. M. Hood, president and general manager.]

BALTIMORE, *April* 14, 1883.

DEAR SIR: Replying to yours of the 2d instant, asking our views as to a proper basis of compensation for postal service, would state that I have been so incessantly occupied up to this time that it has been impossible for me to acknowledge sooner. This is a subject to which I have given very little thought, except that I have been forced to recognize that the class of transportation that is usually furnished for the mails—that is, run in passenger trains in specially prepared cars and at much higher rates of speed than any other than passenger traffic—has not been adequately paid for by the rates of compensation heretofore allowed by the Department.

We have a rule in engineering that wear and tear increase with the square of the velocity, and notwithstanding this, we frequently have cars of freight which are not moved at a greater speed than half that made by passenger trains, and yet the revenue is frequently double that paid by a car running in passenger train, and used mainly for mail service.

Very respectfully,

J. M. HOOD,
General Manager.

R. A. ELMER, Esq.,
Second Assistant Postmaster-General, Washington, D. C.

[Western Maryland Railroad Company. Office of president and general manager. J. M. Hord, president and general manager.]

BALTIMORE, *April* 20, 1883.

DEAR SIR: In my letter of 14th instant to you upon the subject of a proper basis of compensation for postal service, I stated that we frequently had cars of freight that were only moved at one-half the speed of the mails, and which paid us double the revenue received from a car in the mail service.

By reference to our freight tariff, I note that we frequently have cars of freight that pay us from $60 to $70 from Baltimore to Williamsport, while our mail-car upon main line makes about 313 trips per year in each direction, or say 626 single trips. By dividing this into our mail pay, which is something over $6,000, independently of our postal-car and Baltimore and Cumberland Valley allowance, it would make about $10 per trip, which is only about one-sixth the revenue that would be derived from our best-paying freight.

From this you must recognize that the present rates of pay for mail service are, to say the least, not excessive.

Very respectfully,

J. M. HOOD,
General Manager.

R. A. ELMER, Esq.,
Second Assistant Postmaster-General, Washington, D. C.

[Office of West Feliciana Railroad Company.]

BAYOU SARA, LA., *April* 6, 1883.

DEAR SIR: Yours of April 2 just received and contents carefully noted.

First, the "basis" of compensation should be the value of the service, not an arbitrary value as at present, viz: per mile according to weight. That value is best obtained by opening the service to bids. The system of weights is utterly unjust, as a small mail is as much trouble and expense for carriers as a larger mail would be. If the mail was estimated at the accommodation for space required in a passenger car in which it is carried on our line, the seat-room it occupies would be worth $1,820 per annum. If it was carried as freight at the average weight, viz, 100 pounds each way, and $1 per 100 pounds, including carriage to and from the post-offices, the service would be worth on our road $1,092 per annum. I think a just mean between the two would be just and equitable, viz: $1,456 per annum.

Respectfully,

J. BRADFORD MCGEHEE,
President.

Our present compensation is about one-half of $1,456.

J. B. McG.

Hon. RICHARD A. ELMER,
Chairman.

[Wheeling and Lake Erie and Cleveland and Marietta Railroads. M. D. Woodford, general manager.]

TOLEDO, OHIO, *April* 5, 1883.

DEAR SIR: I am in receipt of your circular of 26th ult., advising of the rate of compensation fixed for the mail service upon the Wheeling and Lake Erie Railroad; and as the last paragraph of the circular invites an expression of opinion in case the terms named are not satisfactory, and, as in December last we had some correspondence relative to the compensation for mail service upon the Cleveland and Marietta Railroad, which, for lack of time and available data, I did not then follow up, I now, therefore, beg leave to submit a few figures for your consideration.

The sum fixed upon as payment for mail service once each way, daily, except Sunday, over the Wheeling and Lake Erie Railroad from Toledo to Zoar station, 155 miles, is $8,088.05. Deduct cost of carrying mails to and from post-offices, $889.97, and we have remaining $7,199.08, or $23 for each working day, being a little less than 7½ cents per mile for the actual service, or less than the average sum received for the conveyance of three passengers. On this basis, as the mail occupies one-third of a car, nine passengers would be a car-load.

During the month of March just closed the earnings of like passenger space upon our mail trains were $29, as compared with the $23 for the mail space as above. This month was, for many reasons, not a favorable one for passenger business, and as the road is in its infancy and rapidly developing, the above difference is likely to greatly increase.

To make another comparison, we haul a car (one-third occupied by mail service) at a high rate of speed 310 miles for $23 compensation, using every exertion to make schedule time, halting wherever necessary for the exchange of mails and causing all else to yield to the prompt performance of this service. At one cent per ton per mile we receive the same amount for hauling 7½ tons of freight (half a car-load) the same distance. This service being performed in the most conveinent manner and with especial regard for economical operation, I think no one will question the assertion that in this case the mail service costs twice as much as the freight service does.

It is evident, therefore, that the compensation allowed the Wheeling and Lake Erie Railroad for mail transportation is not equal to that received for equivalent service in the carriage of either passengers or freight, and I submit that, as no other branch of the service is so exacting in its requirements, the revenue from the mails should be *greater* than from the other service instead of *less*.

On the Cleveland and Marietta Railroad the figures make a similar showing.

On the Huron Branch, Huron to Norwalk, pouch service is performed in charge of our conductor, and the compensation for 13½ miles is fixed at $584.39, from which deduct the mail deliveries and there remains $1.33 per day, or five cents per mile, being less than the compensation for two passengers and just about one-half the salary of the conductor.

We, as a matter of course, accept the rulings of the Department, and do not doubt their correctness under the law; but if any margin exists which may properly be turned to our credit, we most respectfully pray for such increased allowance as in your honorable judgment may seem just and proper on the above showing.

Yours, truly,

M. D. WOODFORD,
Vice-President and General Manager.

Hon. RICHARD A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

[Wilmington and Weldon, and Wilmington, Columbia and Augusta Railroads. R. R. Bridgers, president.]

PRESIDENT'S OFFICE, WILMINGTON, N. C.,
November 3, 1883.

DEAR SIR: I have received your circular of October 10, in regard to "gauging the rates of pay for carrying the mails on railroad routes."

The only uniform rule that I know of susceptible of application to transportation of mails, is to pay for space and speed. There are a number of items, such as grades, curvatures, and road-bed, that vary the cost of transportation to each road, which renders it impracticable to lay down any rule for rates of pay for increased cost. Of course where special trains are required for special service, the cost will be greater.

Yours, respectfully,

R. R. BRIDGERS,
President.

R. A. ELMER, Esq.,
Chairman, Washington, D. C.

COMMUNICATIONS FROM MANUFACTURERS OF RAILWAY CARS.

[Gilbert Car Manufacturing Company.]

TROY, N. Y., *July* 21, 1883.

DEAR SIR: In reply to your communication of the 17th inst, we would say:

(1.) Passenger cars are made the following lengths:

15 windows on each side, 45 feet to 46 feet 6 inches
16 windows on each side, 48 feet 2 inches to 49 feet.
17 windows on each side, 51 feet to 51 feet 6 inches.
18 windows on each side, 54 feet to 55 feet.

The Pennsylvania Railroad standard coaches are 15 windows, or 46 feet 6 inches long over the frames. The New York Central standard coaches are 18 windows, or 54 feet long over the frames.

(2.) The standard passenger car in general use is 16 windows, or 48 feet 2 inches long over the frames, and 55 feet long over the platforms.

(3.) Sleeping cars of the Pullman and Wagner type, are built 56, 58, 60, 65, and 66 feet long over their frames, adding 7 feet for two platforms. Parlor or drawing-room cars are made the same lengths. A modern ten-section sleeper, with smoking-room and state-room, &c., is 58 to 60 feet long over body-frames.

(4.) Baggage cars in general use vary in lengths, over frames, from 40 to 60 feet.

Postal cars 50 to 60 feet. The common length of baggage cars 45, 48, and 50 feet over their frames.

Express cars vary in length from 40 to 48 and 50 feet.

Baggage and express cars combined, baggage and mail cars combined, and baggage, mail, and express combined, are built to various lengths, within the above specified lengths, say 46 to 50 feet.

Trusting the above information will be satisfactory to your committee, we are

Yours, very truly,

GILBERT CAR MANUFACTURING COMPANY,
R. E. RICKER,
General Manager.

Hon. RICHARD A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

[The Harlan and Hollingsworth Company (established in 1836, incorporated in 1867), builders of iron steamships and steamboats, land and marine engines and boilers; also, manufacturers of parlor, drawing-room, sleeping, passenger, baggage, and mail cars of every description.]

WILMINGTON, DEL., *July* 18, 1883.

DEAR SIR: We are in receipt of your letter of the 17th inst., and note contents.

In reply to your several inquiries, we would say—

(1.) Length of passenger cars, as generally constructed for use on the great lines of railway, about 50 feet in body, and up to 55 feet.
(2.) Length of passenger cars, as constructed for general use, about 46 feet.
(3.) Average length of sleeping cars, about 56 to 60 feet.
(4.) Usual length of baggage cars, about 40 feet, and capacity from 10 to 20 tons.

The maximum and minimum variations in the length of cars are 45 to 55 feet.

Trusting the above will cover the information desired, we are,

Very truly, yours, &c.,

J. TAYLOR GAUSE.
President.

RICHARD A. ELMER, Esq.,
Second Assistant Postmaster-General, Chairman Committte Postal Transportation, Washington, D. C.

[Delaware Car Works, Jackson and Sharp Company. Job H. Jackson, president; Charles S. Howland, treasurer.]

WILMINGTON, DEL., *July* 18, 1883.

DEAR SIR: Replying to your favor of yesterday, beg to say that the majority of passenger cars are constructed about 46 feet long, although a few roads have adopted a standard of 50 feet, while there are a few others building them 52 and 54 feet long. Sleeping cars until recently have been about 56 feet long, but within the last one or two years this has been increased to 66 feet, which we believe are the longest in use. Baggage cars are from 45 to 50 feet long, and are constructed to carry about 10 tons. They will, however, carry a weight of 15 tons. About the shortest passenger car in use is 45 feet long, and the longest 56 feet.

Should you wish further information we would be pleased to have you command us.

Yours, very truly,

JACKSON & SHARP.

RICHARD A. ELMER, Esq.,
Chairman, Washington, D. C.

TABULAR EXHIBITS.

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, FIRST DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
3	Farmington to Leeds Junction, Me	Farmington and Lewiston	36.30	6	302 3/4	10 0	10 0
	Brunswick to Lewiston, Me	Bath and Lewiston	15.03	12	602 3/4	16 0	16 0
4	Belfast to Burnham, Me	Belfast and Burnham	33.95	12	199 2/5	14 0	14 0
5	Leeds Junction to Lewiston, Me	Farmington and Lewiston	10.66	6	309 2/5	10 0	10 0
	Skowhegan to Portland, Me	Skowhegan and Portland	102.56	6	266 1/8	84 4	84 4
6	Augusta to Portland, Me	Augusta and Portland	62.94	6	18,029 1/2	15 0	15 0
	Bangor to Portland, Me	Bangor and Boston	137.72	13	2,216 2/5	240 0	240 0
7	Portland, Me., to Island Pond, Vt	Portland and Island Pond	149.71	6	1,147 7/8	39 3	50 0
	Portland, Me., to Gorham, N. H	Portland and Gorham	91.87	6	1,147 7/8	17 9	17 9
	Portland, Me., to Rochester, N. H	Portland and Rochester	55	3	964 3/4	31 8	31 8
	....do	Portland and Worcester	55	6	964 3/4	30 6	30 6
10	Portland to Fryeburgh, Me	Portland and Fryeburgh	49	6	894 3/4	10 0	10 0
	Portland, Me., to South Lunenburgh., Vt	Portland and Swanton	114	6	894 3/4	26 0	26 0
11	Bath to Brunswick, Me	Bath and Lewiston	9.14	12	324 1/5	16 0	16 0
	....do	Rockland and Brunswick	9.14	12	324 1/5	46 0	46 0
12	Vanceborough to Bangor, Me	Vanceborough and Bangor	114.02	12	1,708 3/4	80 0	80 0
13	Bangor to Bucksport, Me	Bangor and Bucksport	19.41	12	427 3/4	15 6	15 6
14	Blanchard to Oldtown, Me	Blanchard and Oldtown	64.03	6	395 3/10	14 0	14 0
15	Rockland to Woolwich, Me	Rockland and Brunswick	48.86	12	374 2/5	46 0	46 0
18	North Anson to West Waterville, Me	North Anson and Lewiston	25.77	6	153 1/4	17 0	17 0
19	Canton to Mechanics Falls, Me	Canton and Mechanics Falls	27.72	6	88 1/4	10 0	10 0
1001	Concord to Manchester, N. H	Lancaster and Boston	18.26	6	3,477 3/4	56 0	56 0
	Manchester to Concord, N. H	Manchester and Peterborough	18.26	6	1,604 1/5	17 6	17 6
	Hookset to Manchester, N. H	Pittsfield and Lawrence	9	6	92 3/4	8 0	32 0
	Concord to Nashua, N. H	Saint Albans and Boston	36.28	12	3,477 3/4	154 7	154 7
1002	Portsmouth to Concord, N. H	Portsmouth and Concord	59.66	6	353 1/2	15 0	15 0
	Portsmouth to Manchester, N. H	Portsmouth and Manchester	41.40	6	353 1/2	10 0	10 0
1004	Pittsfield to Hookset, N. H	Pittsfield and Lawrence	20.35	6	73 7/8	8 0	32 0
1005	Wells River, Vt., to Concord, N. H	Lancaster and Boston	94.01	6	680 3/4	56 0	56 0
	Plymouth to Concord, N. H	Plymouth and Concord	51.34	6	239	30 0	30 0
	Wells River, Vt., to Concord, N. H	Richford and Concord	94.01	6	680 3/4	31 7	31 7
1006	Lancaster, N. H., to Wells River, Vt	Lancaster and Boston	43.03	6	56	56 0	56 0
1008	White River Junc., Vt., to Concord, N. H	Saint Albans and Boston	69.64	12	2,080 1/10	154 7	154 7
1009	Concord to Claremont, N. H	Concord and Claremont	56.80	6	380 7/8	24 0	24 0
	Concord to Contoocook, N. H	Manchester and Peterborough	11.97	6	380 7/8	17 6	17 6
1010	Contoocook to Peterborough, N. H	....do	32.76	6	164 2/5	17 6	17 6
1011	Nashua to Greenfield, N. H	Boston, Nashua, and Keene	26.59	6	502	13 5	16 0
1012	Rochester to Nashua, N. H	Portland and Worcester	48.83	6	606 3/10	30 6	30 6
1013	Alton Bay to Dover, N. H	Alton Bay and Dover	28.42	12	107 3/8	11 1	11 1
1014	North Conway to Conway Junc. (n. o.), N. H	North Conway and Portsmouth	71.09	6	351 3/4	38 11	38 11
1017	Greenfield to Keene, N. H	Boston, Nashua, and Keene	29.84	6	118	13 5	16 0
2001	Essex Junction to Burlington, Vt	Essex Junction and Boston	8.50	6	2,503 2/5	47 11	47 11
	Saint Albans to Essex Junction, Vt	Saint Albans and Boston	24.50	12	1,960 3/8	154 7	154 7
	Saint Albans to Burlington, Vt	Saint Albans and Hoosac Junction	24.50	6	1,960 3/8	44 11	44 11
2002	White River Junction to Windsor, Vt	Newport and Springfield	14.13	6	1,934 1/2	43 10	60 0
	Essex Junction to White River Junction, Vt	Saint Albans and Boston	96	12	1,917 1/5	154 7	154 7
	White River Junction to Windsor, Vt	White River Junction and Springfield	14.13	6	1,934 1/2	26 6	26 6
2003	Burlington to Bellows Falls, Vt	Essex Junction and Boston	120.39	6	1,537 2/10	47 11	47 11
	Burlington to Rutland, Vt	Saint Albans and Hoosac Junction	67.20	6	1,537 2/10	44 11	44 11
2004	Windsor to Bellows Falls, Vt	Newport and Springfield	26.32	6	1,958 1/5	43 10	60 0
	....do	White River Junction and Springfield	26.32	6	1,958 1/5	26 6	26 6
2005	Bellows Falls to Brattleborough, Vt	Newport and Springfield	24.02	6	1,973 3/4	43 10	60 0
	....do	White River Junction and Springfield	24.02	6	1,973 3/4	26 6	26 6
2007	Richford to Saint Albans, Vt	Richford and Saint Albans	28.91	6	317 2/5	8 4	8 4
2009	Richford to Newport, Vt	Richford and Concord	32	6	288 7/8	31 7	31 7
2010	Newport to White River Junction, Vt	Newport and Springfield	105.30	6	323 3/8	43 10	60 0
	Newport to Wells River, Vt	Richford and Concord	65.10	6	323 3/8	31 7	31 7
2011	South Lunenburgh to Swanton, Vt	Portland and Swanton	118	6	302 1/5	26 0	26 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY THOMAS P. CHENEY, SUPERINTENDENT.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.

Number of route.	OUTWARD. Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	INWARD. Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
3	Lewiston, Me.....	6.35 a. m.	54	6	1	...	7	2	South Lewiston, Me	1.21 a. m.	59	6	4	...	30	2	
.....	.....	1.40 p. m.	68	6	2	...	12	2									
		11.20 p. m.	80	6	2	...	30	2									
4	[1]	.....	...	...	...	...	.....	....	[1]	.....	...	...	...	...	.....	....	[1] None.
5	Portland, Me	6.45 a. m.	1	6	3	...	31	2	Lewiston, Me.....	7.20 a. m.	6	6	3	...	29	2	
.....	.....	5.05 p. m.	17	6	2	...	19	2									
6	Portland, Me	6.45 a. m.	1	6	1	...	6	2	Bangor, Me.....	2.05 p. m.	...	6	3	...	35	4	
.....	.....	5.10 p. m.	19	6	1	...	12	2									
7	Portland, Me	7.10 a. m.	6	6	6	...	81	4	[1]	.....	...	...	...	...	.....	....	[1] None.
8	[1]	.....	...	...	...	...	.....	...	East Waterborough, Me.	8.05 a. m.	5	6	1	...	15	2	[1] None.
10	North Conway, N. H	2.05 p. m.	6	6	1	...	10	2	Crawf'd House, N. H	9.15 a. m.	3	6	1	...	10	2	
11	Brunswick, Me	6.50 p. m.	74	6	1	...	10	2	Bath, Me	6.00 p. m.	73	6	5	...	86	4	
12	[1]	.....	...	...	...	...	.....	....	[1]	.....	...	...	...	...	.....	....	[1] None.
13	[1]	.....	...	...	...	...	.....	....	[1]	.....	...	...	...	...	.....	....	[1] None.
14	[1]	.....	...	...	...	...	.....	....	[1]	.....	...	...	...	...	.....	....	[1] None.
15	[1]	.....	...	...	...	...	.....	....	[1]	.....	...	...	...	...	.....	....	[1] None.
18	[1]	.....	...	...	...	...	.....	....	[1]	.....	...	...	...	...	.....	....	[1] None.
19	[1]	.....	...	...	...	...	.....	....	[1]	.....	...	...	...	...	.....	....	[1] None.
1001	Concord, N. H	1.20 p. m.	17	6	3	...	115	4	Nashua, N. H.....	1.40 p. m.	8	6	2	...	19	2	
.....	.....	.....	...	...	...	...	.....	....	.....	7.05 p. m.	16	6	1	...	8	2	
.....	.....	.....	...	...	...	...	.....	....	.....	9.05 a. m.	4	6	1	...	6	2	
1002	[1]	.....	...	...	...	...	.....	....	[1]	.....	...	...	...	...	.....	....	[1] None.
1004	Hookset, N. H.....	11.10 a. m.	4	6	2	...	20	2	[1]	.....	...	...	...	...	.....	....	[1] None.
1005	Concord, N. H	10.50 a. m.	53	6	1	...	10	2	[1]	.....	...	...	...	...	.....	....	[1] None.
1006	Groveton, N. H....	8.05 a. m.	24	6	1	...	5	2	Lancaster, N. H ...	7.50 a. m.	21	6	1	...	5	2	
		6.40 p. m.	30	6	1	...	5	2	.....	6.10 p. m.	31	6	1	...	5	2	
1008	Concord, N. H.....	5.45 p. m.	66	6	8	...	80	4	Franklin, N. H	9.20 a. m.	55	6	2	...	22	2	
1009	....do	3.15 p. m.	12	6	3	...	22	2	Claremont, N. H...	1.40 p. m.	9	6	4	...	35	2	
1010	Contoocook, N. H..	8.09 a. m.	4	6	2	...	30	2	Hancock Junction.	5.50 p. m.	13	6	4	...	32	2	
1011	Nashua, N. H	4.24 p. m.	277	6	6	...	45	4	Greenfield, N. H...	7.30 a. m.	270	6	5	...	52	4	
		7.10 p. m.	279	6	1	...	10	2									
1012	[1]	.....	...	...	...	...	.....	....	[1]	.....	...	...	...	...	.....	....	[1] None.
1013	[1]	.....	...	...	...	...	.....	....	[1]	.....	...	...	...	...	.....	....	[1] None.
1014	Conway Junc., N.H.	3.40 p. m.	39	6	4	...	36	4	North Conway, N.H.	11.35 a. m.	62	6	4	...	40	4	
		6.05 p. m.	53	6	7	...	50	4									
1017	Greenfield, N. H...	5.35 p. m.	277	6	1	...	12	2	Keene, N. H	6.15 a. m.	270	6	4	...	37	4	
2001	Burlington, Vt	7.20 a. m.	54	6	4	...	80	4	Swanton, Vt	5.00 a. m.	11	6	2	...	40	4	
.....	.....	10.40 a. m.	58	6	3	...	30	2									
.....	.....	6.25 p. m.	64	6	2	...	20	2									
		10.30 p. m.	68	6	1	...	50	4									
2002	Montpelier, Vt	8.30 a. m.	56	6	1	...	16	2	Essex Junction, Vt.	5.50 p. m.	15	6	1	...	15	2	
2003	Rutland, Vt	6.40 a. m.	56	6	2	...	32	2	Rutland, Vt.....	6.00 a. m.	3	6	3	...	60	4	
2004	Bellows Falls, Vt..	4.00 p. m.	39	6	12	...	125	4	Windsor, Vt.....	3.10 a. m.	4	6	12	...	130	4	
2005	Brattleborough, Vt	3.15 p. m.	39	6	12	...	125	4	Bellows Falls, Vt..	4.00 a. m.	4	6	12	...	130	4	
2007	[1]	.....	...	...	...	...	.....	....	[1]	.....	...	...	...	...	.....	....	[1] None.
2009	[1]	.....	...	...	...	...	.....	....	[1]	.....	...	...	...	...	.....	....	[1] None.
2010	White River Junction, Vt.	8.00 a. m.	11	6	3	...	30	2	Saint Johnsbury, Vt	12.03 a. m.	12	6	3	...	20	2	
.....	.....	.....	...	...	...	...	.....	....	.....	2.35 p. m.	14	6	1	...	7	2	
										10.12 p. m.	22	6	1	...	7	2	
2011	Saint Johnsbury, East.	8.05 a. m.	10	6	2	...	13	2	Saint Johnsbury, Vt	10.05 a. m.	13	6	2	...	30	2	

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, FIRST DIVISION,

RAILWAY POST-OFFICES.

Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE.	
						Present.	Estim necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
2012	Wells River to Montpelier, Vt	Wells River and Montpelier	38.80	6	235¼	9 7	9 7
2014	Cambridge Junction to Burlington, Vt	Cambridge Junction and Burlington	34.47	6	85¼	8 6	8 6
2015	Rutland to North Bennington, Vt	Rutland and Hoosac Junction	52.50	6	956¾	17 9	17 9
2016	South Londonderry to Brattleborough, Vt	South Londonderry and Brattleborough	36.15	6	216¾	8 5	8 5
2018	North Bennington, Vt., to State Line	Rutland and Hoosac Junction	1.99	6	978⅝	17 9	17 9
	....do	Saint Albans and Hoosac Junction	1.99	6	978⅝	44 11	44 11
3001	Portland, Me., to Boston, Mass	Bangor and Boston	109.08	13	18,648⅞	240 0	240 0
	Portsmouth, N. H., to Boston, Mass	Bangor and Boston (short run)	56.09	6	615 1/16	38 11	38 11
	Conway Junction (n. o.) to Portsmouth, N. H	North Conway and Portsmouth	10.50	6	501 1/16	38 11	38 11
3011	Lawrence to Boston, Mass	Lancaster and Boston	27.00	6	1,033⅜	56 0	56 0
	Wakefield to Boston, Mass	Newburyport and Boston	10.00	12	202⅜	12 0	12 0
	Portland, Me., to Boston, Mass	Portland and Boston	116.33	12	1,281⅞	50 10	50 10
3014	Newburyport to Wakefield, Mass	Newburyport and Boston	30.80	12	33⅛	12 0	12 0
3016	Boston to Lowell, Mass	Boston, Nashua, and Keene	26.02	6	4,803⅜	13 5	16 0
	Lowell, Mass., to Boston, Mass	Saint Albans and Boston	26.02	12	2,764 1/10	154 11	154 11
3020	Lowell to Ayer, Mass	Lowell and Ayer	16.74	12	876⅝	7 6	15 0
3021	Boston to Ayer, Mass	Boston and Greenville	36.07	6	5,107⅙	15 10	15 10
	Boston to Greenfield, Mass	Boston and Troy	105.71	18	5,107⅙	128 10	155 0
	Fitchburgh to Boston, Mass	Essex Junction and Boston	49.60	6	1,056⅜	47 11	47 11
3022	Greenfield to North Adams, Mass	Boston and Troy	37.12	18	9,353⅝	128 10	155 0
3024	Ayer, Mass., to Greenville, N. H	Boston and Greenville	23.83	6	327 1/10	15 10	15 10
3025	Boston, Mass., to Albany, N. Y	Boston and Albany	202.06	12½	25,672 3/10	169 7	169 7
	Boston to Springfield, Mass	Boston and Albany (short run)	98.66	6	25,672 3/10	27 9	27 9
	Boston to South Framingham, Mass	Boston, Clinton and Fitchburgh	21.21	6	25,672 3/10	14 0	16 0
	Boston to Springfield, Mass	Boston, Springfield and New York	98.66	20	25,672 3/10	109 6	309 0
3029	North Adams to Pittsfield, Mass	North Adams and Pittsfield	21.18	12	107	9 6	9
3030	Winchendon to Palmer, Mass	Winchendon and Palmer	49.67	6	115 1/10	10 0	10
3034	Boston, Mass., to Willimantic, Conn	Boston and Hope Junction	85.80	6	2,602⅞	35 6	35 6
	....do	Boston and Waterbury	85.80	6	2,602⅞	39 10	39 10
	....do	Boston and Willimantic	85.80	6	2,602⅞	14 10	14 10
3035	Boston, Mass., to Providence, R. I	Boston and Providence	44.19	12	9,261¾	44 6	44 6
	....do	Boston, Providence and New York	44.19	7	9,261¾	110 0	110 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY THOMAS P. CHENEY, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																	Remarks.
	OUTWARD.								INWARD.								
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
2012	Wells River, Vt ...	11.15 a. m.	4	6	3	...	40	4	Montpelier, Vt	1.30 p. m.	3	6	4	...	48	4	
2014	(1)	.....	...	...	...	...	.....	...	(1)	.....	...	...	...	...	.....	...	[1] None.
2015	Rutland, Vt	1.00 p. m.	10	6	8	...	128	4	Bennington, Vt....	8.00 a. m.	4	6	4	...	64	4	
										8.30 a. m.	33	6	1	...	16	2	
										1.00 p. m.	54	6	1	...	16	2	
										2.20 p. m.	7	6	3	...	55	4	
										10.50 p. m.	36	6	2	...	32	2	
2016	(1)	.....	...	...	...	...	.....	...	(1)	.....	...	...	...	...	.....	...	[1] None.
2018	North Bennington, Vt.	8.09 a. m.	4	6	3	...	40	4	State Line	9.00 a. m.	33	6	4	...	75	4	
		2.50 p. m.	10	6	3	...	45	4	.....	6.20 p. m.	11	6	1	...	15	2	
.....	.....	1.00 p. m.	54	6	1	...	16	2									
		10.50 p. m.	36	6	1	...	16	2									
3001	Boston, Mass	6.10 a. m.	1	6	1	3	116	4	Portland, Me.....	8.45 a. m.	44	6	6	...	71	4	
.....	.....	9.00 a. m.	11	6	1	1	35	4	.....	6.30 p. m.	102	6	9	1	182	4	
.....	.....	10.00 a. m.	21	6	2	...	16	2									
		10.45 a. m.	27	6	1	...	12	2									
		12.00 m...	35	6	2	1	29	2									
		12.30 p. m.	25	6	8	...	164	4									
		6.00 p. m.	81	6	5	3	116	4									
		7.05 p. m	93	6	1	...	8	2									
3011	Boston, Mass	5.00 a. m.	11	6	3	4	234	4	Lawrence, Mass ...	7.30 a. m.	30	6	1	...	30	2	
.....	.....	7.00 a. m.	7	6	5	5	236	4	.....	9.40 a. m.	54	6	1	...	18	2	
.....	.....	12.00 m...	49	6	7	...	174	4	.....	7.02 p. m.	122	6	1	...	35	2	
		12.30 p. m.	53	6	6	...	113	4									
		12.40 p. m.	55	6	1	...	22	2									
		5.00 p. m.	87	6	3	...	54	4									
		5.10 p. m.	91	6	2	...	78	4									
		6.00 p. m.	99	6	3	...	60	4									
3014	(1)	.....	...	...	...	...	.....	...	(1)	.....	...	...	...	...	.....	...	[1] None.
3016	Boston, Mass	4.30 a. m.	5	6	1	4	116	4	Lowell, Mass	9.25 a. m.	54	6	1	...	9	2	
.....	.....	6.45 a. m.	11	6	2	...	26	2	.....	12.15 p. m.	70	6	3	...	54	4	
		12.00 m...	61	6	2	1	44	4	.....	2.20 p. m.	90	6	1	...	30	2	
		12.10 p. m.	65	6	3	2	117	4	.....	5.26 p. m	118	6	1	...	30	2	
		2.30 p. m.	75	6	2	4	120	4	.....	7.55 p. m.	140	6	3	...	106	4	
		4.45 p. m.	95	6	2	...	34	4									
		5.10 p. m.	101	6	2	...	22	2									
		5.35 p m.	107	6	11	2	271	4									
		7.15 p. m.	129	6	1	...	8	2									
3020	Graniteville, Mass.	1.14 p. m.	256	6	1	...	6	2	Lowell, Mass	12.05 p. m.	257	6	1	...	7	2	
3021	Boston, Mass	8.33 a. m.	14	6	2	...	38	2	Waltham, Mass....	7.15 a. m.	17	6	1	...	27	2	
.....	.....	11.15 a. m.	52	6	6	...	67	4	.....	1.55 p. m.	79	6	1	...	40	4	
.....	.....	3.05 p. m.	68	6	1	...	45	4									
		5.10 p. m.	78	6	1	...	5	2									
		6.10 p. m.	86	6	1	...	16	2									
3022	(1)	.....	...	...	...	...	.....	...	(1)	.....	...	...	...	...	.....	...	[1] None.
3024	Ayer, Mass	9.08 a. m.	134	6	8	...	90	4	Greenville, N. H...	11.50 a. m.	139	6	1	...	17	2	
3025	Boston, Mass	11.00 a. m.	19	6	16	11	437	6	Albany, N. Y.....	2.30 a. m.	14	6	5	2	140	4	
		11.05 a. m.	21	6	2	...	18	2	.....	10.05 a. m.	42	6	2	...	45	4	
.....	.....	12.00 m...	23	6	3	...	30	2	.....	8.30 p. m.	2	6	2	4	180	4	
.....	.....	1.30 p. m.	27	6	4	1	59	4									
.....	.....	3.45 p. m.	35	6	1	...	22	2									
.....	.....	5.00 p. m.	41	6	6	...	79	4									
		5.05 p. m.	77	6	1	...	14	2									
		5.30 p. m.	45	6	4	...	71	4									
3029	North Adams.....	12.20 p. m.	7	6	1	...	11	2	Pittsfield, Mass....	8.10 a. m.	4	6	6	...	89	4	
3030	Palmer, Mass.....	2.15 p. m.	8	6	6	...	94	4	Barre, Mass	6.40 a. m.	1	6	1	...	15	2	
										9.50 a. m.	3	6	1	...	10	2	
3034	Boston, Mass	6.00 a. m.	31	6	1	...	16	2	Willimantic, Conn..	4.48 a. m.	40	6	7	11	532	6	
.....	.....	12.15 a. m.	49	6	1	...	17	2									
.....	.....	5.45 p. m	73	6	2	...	27	2									
		6.05 p. m.	77	6	1	...	15	2									
		6.30 p. m.	81	6	11	24	600	6									
3035	Boston, Mass	6.55 a. m.	...	6	1	...	14	2	Providence, R. I...	9.20 a. m.	...	6	2	..	20	2	
.....	.....	10.30 a. m.	...	6	5	...	41	4	.....	10.50 a. m.	...	6	4	...	41	4	
		1.00 p. m.	...	6	8	23	506	6	.....	11.50 a. m.	...	6	3	...	31	2	
		2.00 p. m.	...	6	8	2	215	4	.....	1.50 p. m.	...	6	2	...	45	4	
		5.30 p. m.	...	6	1	2	90	4	.....	7.40 p. m.	...	6	10	13	1,425	6	
		8.30 p. m.	...	6	1	...	34	4									

Statistics of railway mail transportation, June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, FIRST DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
3038	Boston to South Braintree, Mass	Boston and Wellfleet	11.36	12	4,274⅓	41 0	41 0
3039	South Braintree to Middleborough, Mass.	Boston and Wellfleet	23.09	12	2,138	41 0	41 0
3041	Middleborough to Wellfleet, Mass	do	71.94	12	1,620 1/10	31 0	41 0
3049	Lowell to South Framingham, Mass	Lowell and Mansfield	30.34	12	862½	25 2	25 2
3051	South Framingham to Fitchburgh, Mass	Boston, Clinton and Fitchburgh	36.28	6	552⅝	14 0	16 0
	South Framingham to Mansfield, Mass	Lowell and Mansfield	21.32	12	527⅞	25 2	25 2
3055	Bellows Falls, Vt., to Fitchburgh, Mass	Essex Junction and Boston	64.54	6	1,169 2/5	47 11	47 11
3056	Keene, N. H., to South Vernon, Vt	Keene and Springfield	24.32	6	205¼	18 2	36 0
3057	Winchendon to Worcester, Mass	Peterborough and Worcester	37.92	6	260¾	33 3	33 3
	do	Winchendon and Worcester	37.92	6	260¾	18 6	18 6
3058	Peterborough, N. H., to Winchendon, Mass.	Peterborough and Worcester	16.62	6	86⅞	33 3	33 3
3061	Miller's Falls to Palmer, Mass	Brattleborough and Palmer	34.98	6	163 3/10	10 6	10 6
3062	Brattleborough, Vt., to Miller's Falls, Mass.	Brattleborough and Palmer	21.39	6	2,364⅝	10 6	10 6
	Brattleborough to South Vernon, Vt	Newport and Springfield	10.28	6	2,364⅝	43 10	60 0
	do	White River Junction and Springfield	10.28	6	2,364⅝	26 6	26 6
3063	Manchester, N. H., to Lawrence, Mass	Lancaster and Boston	27.06	6	1,065 1/6	56 0	56 0
	do	Pittsfield and Lawrence	27.06	6	1,065 1/6	8 0	30 0
3066	Nashua, N. H., to Worcester, Mass	Nashua and Worcester	46.93	6	947 4/5	18 0	18 0
	do	Portland and Worcester	46.93	6	947 4/5	30 4	30 4
3067	South Vernon, Vt., to Springfield, Mass.	Newport and Springfield	52.94	6	2,259⅕	43 10	60 0
	do	White River Junction and Springfield	52.94	6	2,259⅕	26 6	26 6
3068	Athol to Springfield, Mass	Athol and Springfield	47.89	6	126 1/10	10 11	10 11
3073	Lowell, Mass., to Nashua, N. H	Boston, Nashua and Keene	14.77	6	4,024⅜	13 5	16 0
	Nashua, N. H., to Lowell, Mass	Saint Albans and Boston	14.77	12	2,277 1/10	154 7	154 7
4001	Worcester, Mass., to Providence, R. I	Worcester and Providence	43.92	12	691 3/10	32 8	32 8
4002	Providence, R. I., to New London, Conn	Boston, Providence and New York	62.10	7	9,240⅜	110 0	110 0
	do	Providence and New London	62.10	12	9,240⅜	32 1	32 1
							0
4006	Providence to Pascoag, R. I	Providence and Pascoag	23.15	12	435¾	6 4	6 4
5001	Worcester, Mass., to Norwich, Conn	Worcester and Norwich	60.69	6	627⅜	12 2	24 0
5004	New London to New Haven, Conn	Boston, Providence and New York	51.71	7	8,520	110 0	110 0
	do	New London and New Haven	51.71	12	8,520	26 8	26 8
5005	New Haven, Conn., to New York, N. Y	Boston, Providence and New York	73.23	7	9,898⅞	110 0	110 0
	Springfield, Mass., to New York, N. Y	Boston, Springfield and New York	135.59	20	20,274½	199 6	309 0
	do	Boston, Springfield and New York short run.	135.59	6	20,274½	78 8	110 0
	New Haven, Conn., to New York, N. Y	New Haven and New York	73.23	6	9,898⅞	16 4	32 0
5007	Willimantic, Conn., to Hopewell Junction, N. Y.	Boston and Hopewell Junction	129.08	6	424⅐	35 6	35 6
	Willimantic, Conn., to Waterbury, Conn	Boston and Waterbury	63.91	6	424⅐	39 10	39 10
	Providence, R. I., to Willimantic, Conn	Providence and Willimantic	58.50	6	565⅞	14 10	14 10

Statistics of railway mail transportation, June 30, 1883.

RAILWAY MAIL SERVICE, BY THOMAS P. CHENEY, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.

	OUTWARD.								INWARD.								
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
3038	Boston, Mass	6.45 a. m.	...	6	4	...	84	4	South Braintree, Mass.	8.27 a. m.	...	6	1	...	10	2	
		7.35 a. m.	...	6	18	...	292	4	.....	1.08 p. m.	...	6	1	...	10	2	
		8.15 a. m.	...	6	8	...	162	4	.....	5.22 p. m.	...	6	1	...	10	2	
		12.00 m	...	6	2	...	24	2									
		3.15 p. m.	...	6	8	...	92	4									
		4.15 p. m.	...	6	3	...	52	4									
		6.10 p. m.	...	6	2	...	35	4									
3039	Brockton, Mass	6.00 p. m.	...	6	1	...	7	2	Middleboro', Mass	12.07 p. m.	...	6	1	...	18	2	
3041	Middleboro', Mass	1.50 p. m.	...	6	4	...	45	4	Provincetown, Mass.	1.55 p. m.	...	6	2	...	21	2	
3049	(1)	.....	...	...	...	...	.....	.....	(1)	.....	...	...	...	...	.....	.....	[1] None.
3051	South Framingham, Mass.	5.17 p. m.	...	6	2	...	19	2	Marlborough, Mass.	8.05 a. m.	...	6	3	...	51	4	
										9.50 a. m.	...	6	1	...	18	2	
										1.03 p. m.	...	6	2	...	36	2	
3055	Keene, N. H	6.25 p. m.	4	6	2	...	26	2	Keene, N. H	6.30 a. m.	1	6	3	...	29	2	
										10.25 a. m.	3	6	1	...	17	2	
3056	South Vernon Junction.	10.30 a. m.	3	6	3	...	49	4	Keene, N. H	3.00 p. m.	30	6	8	...	109	4	
3057	Worcester, Mass	3.45 p. m.	4	6	1	...	35	2	(1)	.....	...	...	...	...	.....	.....	[1] None.
3058	Winchendon, Mass.	5.30 p. m.	34	6	6	...	62	4	(1)	.....	...	...	...	...	.....	.....	[1] None.
3061	Palmer, Mass	2.05 p. m.	14	6	5	...	122	4	Amherst, Mass	12.15 p. m.	40	6	2	...	28	2	
3062	Miller's Falls, Mass.	11.35 a. m.	35	6	2	...	30	2	Brattleborough, Vt.	10.00 a. m.	40	6	2	...	32	2	
.....	.....	10.00 p. m.	41	6	2	...	27	2	.....	4.24 p. m.	46	6	2	...	25	2	
3063	Lawrence, Mass	6.05 p. m.	8	6	2	...	15	2	Manchester, N. H	6.20 a. m.	1	6	2	...	23	2	
3066	Worcester, Mass	6.30 a. m.	1	6	7	...	159	4	Clinton, Mass	1.19 p. m.	12	6	1	...	9	2	
.....	.....	11.15 a. m.	5	6	1	...	10	2									
		5.00 p. m.	13	6	1	...	14	2									
3067	Springfield, Mass	6.40 a. m.	1	6	4	...	120	4	Holyoke, Mass	8.25 a. m.	12	6	4	...	83	4	
.....	.....	11.50 a. m.	51	6	1	...	9	2	.....	2.45 p. m.	44	6	1	...	20	2	
		3.00 p. m.	53	6	1	...	23	2	.....	3.40 p. m.	20	6	1	...	25	2	
										5.40 p. m.	32	6	1	...	25	2	
										10.40 p. m.	36	6	3	...	55	4	
3068	(1)	.....	...	...	...	...	.....	.....	(1)	.....	...	...	...	...	.....	.....	[1] None.
3073	Lowell, Mass	6.32 p. m.	107	6	3	...	18	2	Nashua, N. H	8.40 a. m.	52	6	1	...	13	2	
.....	.....	.....	...	...	...	...	.....	.....	.....	11.40 a. m.	70	6	2	...	28	2	
4001	Providence, R. I	6.30 a. m.	51	6	1	...	9	2	Worcester, Mass	11.40 a. m.	16	6	2	...	35	2	
		9.00 a. m.	11	6	1	...	7	2	.....	6.30 p. m.	44	6	1	...	16	2	
		11.40 a. m.	17	6	4	...	49	4									
		2.10 p. m	27	6	3	...	52	4									
		2.30 p. m.	...	6	1	...	9	2									
		5.00 p. m.	...	6	1	...	7	2									
		5.45 p. m.	69	6	2	...	39	4									
4002	Providence, R. I	9.40 a. m.	4	6	1	...	12	2	Groton, Conn	5.55 p. m.	11	6	7	13	1,277	6	
.....	.....	12.40 p. m.	54	6	4	...	72	4									
		2.03 p. m.	6	6	13	23	586	6									
4006	(1)	.....	...	...	...	...	.....	.....	(1)	.....	...	...	...	...	.....	.....	[1] None.
5001	Norwich, Conn	11.30 a. m.	13	6	4	1	79	4	Worcester, Mass	6.45 a. m.	2	6	4	...	83	4	
		3.50 p. m.	15	6	9	...	117	4	.....	4.50 p. m.	12	6	5	...	61	4	
										7.40 p. m.	18	6	2	...	36	2	
5004	New Haven, Conn	4.10 p. m.	15	6	6	13	1259	6	New London, Conn.	3.35 p. m.	16	6	7	18	468	6	
5005	New York, N. Y	12.00 night	1	6	7	11	532	6	New Haven, Conn	8.30 a. m.	32	6	1	...	21	2	
.....	.....	2.00 p. m.	27	6	5	13	1,239	6	.....	11.50 a. m.	38	6	1	...	17	2	
.....	.....	11.00 a. m.	19	6	6	29	1,500	6	.....	3.35 p. m.	48	6	1	...	16	2	
.....	.....	12.00 m	21	6	4	1	44	4	.....	4.00 p. m.	50	6	1	...	14	2	
		1.00 p. m.	25	6	6	6	220	4	.....	5.00 p. m.	56	6	9	7	439	6	
		3.00 p. m.	31	6	6	5	200	4	.....	11.30 a. m.	72	6	2	...	35	4	
		3.40 p. m.	33	6	5	13	227	4	Springfield, Mass[1]	3.35 p. m.	4	6	16	11	437	6	[1] This is through mail, 11 a. m., from Boston, taken on at Springfield, Mass.
		4.00 p. m.	35	6	4	4	72	4									
5007	Hartford, Conn	3.48 a. m.	40	6	7	11	532	6	Providence, R. I	9.00 a. m.	113	6	1	...	5	2	
.....	.....	6.48 a. m.	22	6	7	2	166	4	.....	2.30 p. m.	115	6	7	...	80	4	
.....	.....	4.43 p. m.	26	6	12	...	159	4	.....	4.20 p. m.	117	6	7	...	54	4	

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, FIRST DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR-SPACE. Present.	LINEAR CAR-SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
5009	Palmer, Mass., to New London, Conn	Palmer and New London	65.47	6	285⅝	10 8	22 0
5010	Williamburgh, Mass., to New Haven, Conn.	Williamsburgh and New Haven	85.17	12	489¾	39 11	39 11
5011	Winsted to Bridgeport, Conn	West Winsted and Bridgeport	62.03	12	352⅐	32 0	32 0
5012	Pittsfield, Mass., to Bridgeport, Conn	Pittsfield and Bridgeport	110.55	12	580⅖	43 9	43 9
5013	Danbury to South Norwalk, Conn	Danbury and South Norwalk	23.61	12	550¾	11 2	11 2
5014	Willimantic to New Haven, Conn	Willimantic and New Haven	54.62	6	330	14 0	14 0
5015	Hartford to Saybrook, Conn	Hartford and Saybrook	42.57	6	414¾	11 6	24 0
5016	Springfield, Mass., to Hartford, Conn	Springfield and Hartford	33.01	12	86⅙	14 10	14 10
5018	Hartford, Conn., to Millerton, N. Y	Hartford and Millerton	69.93	6	643½	26 7	26 7
5019	Litchfield to Hawleyville, Conn	Litchfield and Bethel	32.75	6	91⅛	6 4	6 4
5021	New Hartford to Farmington, Conn	New Hartford and Farmington	14.30	12	94⅜	10 0	10 0
5024	Hawleyville to Bethel, Conn	Litchfield and Bethel	6.54	6	106½	6 4	6 4
6067	North Adams, Mass., to Troy, N. Y	Boston and Troy	48.46	18	2,773½	128 10	155 0
6116	State Line to Hoosac Junction, N. Y	Rutland and Hoosac Junction	5.50	6	1,148⅛	17 9	17 9
	....do	Saint Albans and Hoosac Junction	5.50	6	1,148⅛	44 11	44 11

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SECOND DIVISION,

6001	New York to Dunkirk, N. Y	New York and Dunkirk	459.55	13	6,657	100 0	200 0
	New York to Port Jervis, N. Y	Port Jervis and New York	.....	6	.....	16 6	16 6
	Elmira to Waverly, N. Y	Easton and Elmira	.....	6	.....	20 0	20 4
6002	Spring Valley to Sparkill, N. Y	Spring Valley and New York	9.50	6	[1]21	9 6	9 6
6005	Rochester to Avon, N. Y	Rochester and Corning	19.09	6	563	14 6	14 6
6006	Dansville to Avon, N. Y	Dansville and Buffalo	30.19	6	[3]480	15 0	15 0
6007	Avon to Attica, N. Y	....do	34.50	6	[4]386	15 0	15 0
6008	Hornellsville to Buffalo, N. Y	Hornellsville and Buffalo	92.72	6	2,178	12 0	([5])
	Buffalo to Attica, N. Y	Dansville and Buffalo	([6])	6	.....	15 0	15 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY THOMAS P. CHENEY, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
OUTWARD.									INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.	
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	
							Lbs.	*Ft.*							*Lbs.*	*Ft.*		
5009	New London, Conn.	5.00 a. m.	7	6	3	...	43	4	Palmer, Mass.....	8.30 a. m.	12	6	5	...	120	4		
		10.15 a. m.	11	6	1	...	14	2										
		12.00 m...	13	6	1	...	13	2										
		2.50 p. m.	15	6	5	...	64	4										
		5.50 p. m.	17	6	1	...	16	2										
5010	New Haven, Conn.	7.03 a. m.	20	6	6	...	179	4	Southington, Conn.	8.33 a. m.	3	6	1	...	15	2		
		4.13 p. m.	24	6	6	...	51	4										
5011	Bridgeport, Conn..	7.20 a. m.	4	6	7	...	122	4	Waterbury, Conn..	10.50 a. m.	7	6	2	...	35	4		
										2.27 p. m.	11	6	2	...	35	4		
5012	(1).....	.....	...	...	...	...	.....	....	Pittsfield, Mass....	5.00 p. m.	14	6	2	...	25	2	[1]None.	
5013	So. Norwalk, Conn.	4.55 p. m.	6	6	2	...	19	2	Danbury, Conn....	8.15 a. m.	3	6	2	...	18	2		
		11.30 p. m.	10	6	1	...	7	2		11.55 a. m.	5	6	2	...	18	2		
										6.15 a. m.	9	6	1	...	15	2		
5014	New Haven, Conn.	1.15 p. m.	5	6	2	...	22	2	Willimantic, Conn.	6.50 a. m.	2	6	1	...	18	2		
		6.23 p. m.	7	6	5	...	53	4										
5015	Hartford, Conn	7.00 a. m	1	6	3	...	72	4	Wethersfield, Conn.	1.45 p. m.	10	6	1	...	15	2		
5016	(1)	.....	...	...	...	...	.....	....	(1)	.....	...	...	...	...	.....	....	[1]None.	
5018	Hartford, Conn	7.30 a. m.	5	6	3	2	96	4	West Winsted, Conn	7.04 a. m.	4	6	1	...	19	2		
5019	Hawleyville, Conn.	6.18 p. m.	6	6	1	...	12	2	Litchfield. Conn ...	2.00 p. m.	3	6	1	...	10	2		
5021	Farmington, Conn.	8.28 a. m.	30	6	1	...	25	2	Collinsville, Conn..	7.41 a. m.	31	6	2	...	25	2		
5024	(1)	.....	...	...	...	...	.....	....	(1)	.....	...	...	...	...	.....	....	[1]None.	
6067	Troy, N. Y.....	11.00 a. m.	43	6	1	...	15	2	North Adams, Mass	7.40 a. m.	4	6	3	...	34	2		
		5.00 p. m.	11	6	1	...	6	2										
6116	Hoosac Junction,	6.02 p. m.	11	6	1	...	15	2	State Line	8.06 a. m.	4	6	3	...	40	4		
.....	.....	.....	...	...	...	...	.....	....	.....	1.38 p. m.	32	6	1	...	16	2		
										2.55 p. m.	10	6	3	...	45	4		

RAILWAY MAIL SERVICE, BY R. C. JACKSON, SUPERINTENDENT.

6001	New York, N. Y ...	6.00 a. m.	19	6	2	...	25	12	Passaic, N. J	12.11 p. m.	58	6	1	...	12	2		
.....	....do	6.45 a. m.	101	6	1	2	30		Paterson, N. J.....	7.33 p. m.	30	6	1	1	55			
.....	....do	9.00 a. m.	1	6	1	11	200		....do	5.50 a. m.	100	6	1	...	15			
	....do	12.00 m...	55	6	1	1	15		....do	8.22 a. m.	14	6	2	1	44			
	....do	3.30 p. m.	27	6	5	5	180		....do	10.00 a. m.	28	6	1	...	15			
	....do	3.50 p. m.	13	6	1	1	10		....do	11.57 a. m.	40	6	1	...	15			
	....do	6.00 p. m.	5	7	18	33	1,000		....do	1.30 p. m.	108	6	1	...	15	2		
	Rutherford, N. J...	5.03 p. m.	15	6	2	...	12		....do	3.19 p. m.	6	6	3	...	19			
	Passaic, N. J	5.23 p. m.	61	6	1	...	6		Middletown, N. Y..	9.01 p. m.	4	6	2	...	45			
	Binghamton, N. Y .	7.00 p. m.	9	6	1	1	40		Salamanca, N. Y...	11.20 a. m.	32	6	1	...	6			
	Carrollton, N. Y ...	7.10 a. m.	21	6	3	...	60		Dunkirk, N. Y.....	6.05 p. m.	20	6	1	...	10			
	....do	3.30 p. m.	9	6	...	1	8		Painted Post, N.Y .	10.08 a. m.	18	6	2	1	20			
	Elmira, N. Y	1.10 p. m.	17	6	3	...	35											
	Waverly, N. Y.....	5.12 a. m.	3	6	10	12	800											
6002	(2)	.....	...	...	...	...	.....		(2)	.....	...	...	...	...	.....	....	[1]Weight taken from Monsey, N. Y., as the initial weight is so small, being only 6 pounds per day.	
6005	Rochester, N. Y....	9.00 a. m.	8	6	7	2	125	2	Avon, N. Y	8.10 a. m.	9	6	5	...	50	2	[2]No express mails.	
	....do	4.20 p. m.	30	6	3	...	37		....do	5.20 p. m.	17	7	5	...	67			
									....do	10.20 p. m.	1	6	1	...	17			
6006	Avon, N. Y	6.05 a. m.	30	6	4	...	40	2	Dansville, N. Y....	6.40 a. m.	9	6	4	...	35	2	[3]Weight at Avon, N. Y.	
6007	Attica, N. Y.....	4.45 p. m.	16	6	1	...	10	2	Batavia, N. Y	8.53 a. m.	11	6	1	...	20	2	[4]Weight at Attica, N.Y.	
	Avon, N. Y	7.37 p. m.	16	6	1	...	15		Avon, N. Y	9.55 a. m.	3	6	1	...	18			
	Livonia Station, N.Y	10.08 a. m.	8	6	4	1	75		Corning, N. Y	1.55 p. m.	17	6	7	2	110			
	Bath, N. Y	9.16 a. m.	6	3	...	...	85		Bath, N. Y	8.12 p. m.	1	6	1	1	75			
6008	Buffalo, N. Y	10.00 p. m.	4	7	27	16	450	5	Hornellsville, N.Y..	8.50 p. m.	1	6	25	16	600	6	[5]See New York and Dunkirk for estimated car-space necessary.	
.....	....do	3.25 p. m.	16	6	5	2	175		Attica, N. Y	4.15 p. m.	9	6	3	...	45			
	....do	4.40 p. m.	2	6	8	3	[7]190		Hornellsville, N. Y.	4.30 a. m.	5	7	5	25	200			
	Castile, N. Y	8.30 p. m.	34	6	1	...	15		Attica, N. Y	4.15 p. m.	3	6	2	...	30		[6]31 miles covered by Route 6008.	
																	[7]1 pouch, 5 sacks on Sunday, weighing, say, 45 pounds.	

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SECOND DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Ontward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE.	
						Present.	Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
6009	Montgomery to Goshen, N. Y	Kingston and Goshen	10.65	6	214	18 0	18 0
6013	Syracuse to Rochester, N. Y	Syracuse, Auburn, and Rochester	104.00	6	3,232	21 0	21 0
		Albany and Rochester		6½		50 0	50 0
6014	Canandaigua to Batavia, N. Y	Canandaigua and Batavia	50.00	6	140	6 0	6 0
	Batavia to Tonawanda, N. Y	Batavia and Buffalo	36.00	6		6 0	6 0
6016	Suspension Bridge to Buffalo, N. Y	Suspension Bridge and Buffalo	23.89	12	[2]660	([3])	
	Lewiston to Niagara Falls, N. Y	Richland and Niagara Falls	5.11	6		22 10	22 10
	Tonawanda to Buffalo, N. Y	Batavia and Buffalo	([4])	6		6 0	6 0
6017	Brewster to New York, N. Y	Brewster and New York	54.70	6	[5]191	8 10	8 10
6018	Rochester to Niagara Falls, N. Y	Rochester and Niagara Falls	76.00	6	2 766	27 6	27 6
6019	Dunkirk, N. Y., to Titusville, Pa	Dunkirk and Titusville	91.16	6	345	14 3	14 3
6022	Chatham to New York, N. Y	Chatham and New York	130.50	12	440	34 0	34 0
6024	Rutland, Vt., to Eagle Bridge, N. Y	Rutland and Troy	62.87	6	270	16 6	16 6
	Rutland to Castleton, Vt	Rouse's Point and Albany	([6])	6		21 0	21 0
6026	West Chazy to Albany, N. Y	....do	176.83	6	1,338	21 0	21 0
6028	Albany to Binghamton, N. Y	Albany and Binghamton	143.23	6	1,518	16 0	16 0
6031	Nineveh, N. Y., to Jefferson Junction, Pa	Nineveh and Carbondale	21.70	6	125	9 0	9 0
6033	West Chazy to Rouses Point, N. Y	Rouse's Point and Albany	14.78	6	1,457	21 0	21 0
6034	Richland to Oswego, N. Y	Richland and Niagara Falls	29.03	6	525	22 10	22 10
	Richland to Pulaski, N. Y	Richland and Syracuse		6		9 0	9 0
6036	Ogdensburgh to Rome, N. Y	Ogdensburgh and Rome	141.99	6	400	24 6	24 6
6037	Pulaski to Syracuse, N. Y	Richland and Syracuse	38.48	6	334	9 0	9 0
6038	Oswego to Lewiston, N. Y	Richland and Niagara Falls	146.64	6	433	22 10	22 10
	Oswego to Charlotte, N. Y	Oswego and Charlotte		6		8 7	8 7
6040	Norwich to Chenango Forks, N. Y	Utica and Binghamton	30.32	6	282	17 0	17 0
6041	Utica to Norwich, N. Y	Utica and Binghamton	54.28	6	923	17 0	17 0
6042	Ithaca to Owego, N. Y	Ithaca and Owego	34.13	6	222	7 9	7 9
6045	Greenport to Long Island City, N. Y	Greenport and New York	97.17	6	[9]1,634	14 0	14 0
6046	Port Jefferson to Hicksville, N. Y	Port Jefferson and Long Island City	33.50	12	[10]569	31 0	31 0
6048	Oswego to Norwich, N. Y	Oswego and Norwich	100.43	6	105	13 0	13 0
	Norwich to Middletown, N. Y	Norwich and Middletown	149.00	6		13 0	13 0
6049	Wellsville, N. Y., to Eldred, Pa	Wellsville and Bradford	33.14	6	133	8 0	8 0
6053	Rouse's Point to Ogdensburgh, N. Y	Saint Albans and Ogdensburgh	119.28	6	730	14 0	14 0
6054	Bennington, Vt., to Chatham, N. Y	Bennington and Chatham	57.80	6	130	9 0	9 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY R. C. JACKSON, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.

	OUTWARD.								INWARD.								
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
6009	Goshen, N. Y	6.42 p. m.	177	6	1	...	11	2	Montgomery, N. Y	5.00 p. m.	176	6	1	1	15	2	
										7.10 p. m.	178	6	2	...	25		
6013	Cayuga, N. Y	10.00 a. m.	27	6	4	...	50		Auburn, N. Y	12.15 p. m.	18	6	15	8	265		
.....	Syracuse, N. Y	7.45 p. m.	15	6	7	2	108	3	....do	8.30 a. m.	2	6	2	...	32	3	
	Canandaigua, N. Y	8.40 p. m.	7	6	2	...	23		Rochester, N. Y	5.20 p. m.	16	6	5	2	268		
		3.00 p. m.	1	6	7	4	190										
6014	Le Roy, N. Y	1.12 p. m.	3	6	1	...	20	2	[1]								[1] No express mails.
6016	Buffalo, N. Y	8.15 a. m.	9	6	6	1	60		Suspension Bridge	6.54 a. m.	10	6	3	...	35		[2] Weight at Buffalo, N. Y.
.....	.....	12.00 m ...	15	6	4	2	40	2	....do	4.20 a. m.	6	6	2	13	378	3	[3] Closed pouches in baggage car.
.....	.....	4.05 p. m.	25	6	2	...	25		Tonawanda, N. Y	2.35 p. m.	18	6	1	...	8		[4] Covered by Suspension Bridge and Buffalo and Richland and Niagara Falls R. P. O's.
		6.05 p. m.	27	6	1	...	27		....do	7.05 p. m.	20	6	10	...	90		
6017	[1]								[1]								[5] Weight at New York, N. Y.
6018	Rochester, N. Y	4.55 p. m.	1	7	14	7	240		Albion, N. Y	5.47 a. m.	6	6	5	1	50		[1] No express mails.
		10.00 p. m.	7	6	8	4	200	3	Spencerport, N. Y	10.40 a. m.	10	6	7	...	90	2	
		5.45 a. m.	13	6	6	9	133		Albion, N. Y	6.40 p. m.	18	6	3	...	37		
									Suspension Bridge	11.23 a. m.	16	6	3	...	50		
6019	Dunkirk, N. Y	3.00 p. m.	3	6	3	1	45	2	Titusville, Pa	7.35 a. m.	2	6	3	...	40	2	
6022	New York, N. Y	6.30 a. m.	45	6	3	3	200		White Plains, N. Y	7.42 a. m.	8	6	3	...	25		
		7.45 a. m.	5	6	1	1	50		....do	11.47 p. m.	20	6	1	...	10	2	
		9.45 a. m.	43	1	2	2	25	3	Fordham, N. Y	7.10 p. m.	30	6	2	...	12		
		10.30 a. m.	15	6	1	2	75		Jerome, N. Y	10.30 a. m.	52	6	1	...	8		
		11.30 a. m.	17	6	1	1	40										
6024	Rutland, Vt	3.15 p. m.	6	6	3	...	88	2	Eagle Bridge, N. Y	8.40 a. m.	41	6	9	...	180	2	[6] Covered by Rutland and Troy.
.....	Salem, N. Y	7.00 a. m.	56	6	2	1	26										
6026	Albany, N. Y	6.50 a. m.	11	6	14	5	[7]550		Fort Edward, N. Y	12.38 p. m.	8	6	21	6	475		[7] Waterford Junction sends of this amount 1,600 pounds.
		7.00 a. m.	61	6	8	2	120		Saratoga, N. Y	8.00 a. m.	2	6	29	6	590		
		1.10 p. m.	3	6	14	17	645		Cohoes, N. Y	12.05 p. m.	18	6	1	...	15		
		1.25 p. m.	63	6	2	...	24	16	Mechanicsville, N. Y	1.40 p. m.	12	6	3	1	50	7	
		4.45 p. m.	5	6	31	...	600		Fort Edward, N. Y	6.00 p. m.	14	6	6	...	50		
		11.30 p. m.	7	6	22	22	950		Saratoga, N. Y	4.00 p. m.	4	6	2	3	65		
6028	Albany, N. Y	7.55 a. m.	13	6	2	1	65		Binghamton, N. Y	11.10 p. m.	6	7	2	...	30		
		3.30 p. m.	3	6	8	...	75		Knowersville, N. Y	7.51 a. m.	10	6	1	...	20		
		5.00 p. m.	7	6	16	...	500	5	Cobleskill, N. Y	8.34 a. m.	8	6	3	...	45	4	
		10.30 p. m.	5	7	3	3	150		....do	5.34 p. m.	4	6	19	...	500		
6031	[1]								[1]								[1] No express mails.
6033	West Chazy, N. Y	5.53 a. m.	7	7	3	1	30	2	[1]								[1] No express mails.
6034	Richland, N. Y	7.30 a. m.	10	6	4	...	60		Mexico, N. Y	9.41 a. m.	9	6	2	...	18	2	
.....	.....do	7.30 p. m.	30	6	3	...	50	2	....do	6.31 p. m.	29	6	3	...	38		
6036	Ogdensburgh, N. Y.	6.15 a. m.	2	6	7	4	100		Watertown, N. Y	3.35 p. m.	3	6	4	...	42		
		11.45 a. m.	4	6	2	2	32	2	Rome N. Y	6.10 p. m.	7	6	7	...	78	2	
6037	Liverpool, N. Y	12.17 p. m.	32	6	9	..	67	2	Syracuse, N. Y	12.35 p. m.	33	6	6	1	79	2	
6038	[1]								Lewiston, N. Y	7.40 p. m.	53	6	1	...	8	2	[1] No express mails.
6040	Norwich, N. Y	8.05 p. m.	12	6	4	1	60	2	Chenango Forks, N. Y	8.10 a. m.	9	6	7	5	130	2	
6041	Utica, N. Y [8]	7.30 a. m.	24	6	2	2	80		Norwich, N. Y	9.13 a. m.	9	6	6	2	100	2	[8] Transferred at Richfield Junc. to train 16.
		5.30 p. m.	12	6	20	3	300	3									
6042	Ithaca, N. Y	12.00 m ...	2	6	3	1	71	2	Owego, N. Y	5.15 p. m.	1	6	5	...	145	2	
6045	Long Island City, N. Y.	1.35 p. m.	19	6	2	2	14		Queens, N. Y	7.56 a. m.	6	6	2	1	19		[9] Weight at Long Island City, N. Y.
		3.36 p. m.	25	6	2	2	22		Mineola, N. Y	8.12 a. m.	26	6	6	1	50		
		4.30 p. m.	33	6	2	1	19	2	Farmingdale, N. Y	7.48 a. m.	14	6	2	...	14	2	
		4.04 p. m.	53	6	1	...	7		Mattituck, N. Y	6.48 a. m.	52	6	1	...	6		
		5.35 p. m.	37	6	1	...	6		Riverhead, N. Y	8.13 a. m.	22	6	2	2	17		
6046	Long Island City, N. Y.	4.37 p. m.	31	6	8	6	100	2	Hicksville, N. Y	8.19 a. m.	18	6	1	...	6	2	[10] Weight at Hicksville, N. Y.
6048	Summitville, N. Y	7.35 a. m.	4	6	1	1	75	2	Middletown, N. Y	7.15 p. m.	3	6	1	...	25	2	
.....	.....	.....	...	..	...	...	.....	....	Sidney Plains, N. Y	1.30 p. m.	14	6	1	...	9		
6049	[1]								[1]								[1] No express mails.
6053	Rouse's Point, N. Y.	8.50 p. m.	8	6	5	2	80	2	[1]								[1] No express mails.
6054	[1]								Chatham, N. Y	10.02 p. m.	3	6	1	...	20	2	[1] No express mails.

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SECOND DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE.	
						Present.	Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
6057	Utica to Randallsville, N. Y	Utica and Randallsville	31.59	12	360	28 0	28 0
6058	Buffalo, N. Y., to Emporium, Pa	Buffalo and Emporium	123.00	6	669	9 6	9 6
	Hinsdale to Olean, N. Y	Rochester and Olean		6		15 6	15 6
6061	Buffalo, N. Y., to Corry, Pa	Buffalo and New Castle	93.91	6	724	14 0	14 0
6062	Greycourt to McAfee Valley, N. Y	Greycourt and Belvidere	21.72	6	108	13 0	13 0
6063	Canandaigua to Elmira, N. Y	Canandaigua and Elmira	69.79	6	546	15 0	15 0
6064	Oswego to Syracuse, N. Y	Oswego and Binghamton	35.60	12	503	32 0	32 0
6065	Syracuse to Binghamton, N. Y	do	80.31	12	660	32 0	32 0
	Chenango Forks to Binghamton, N. Y	Utica and Binghamton		6		17 0	17 0
6071	Syracuse to Earlville, N. Y	Syracuse and Earlville	44.11	6	322	8 0	8 0
6072	Lyons, N. Y., to Sayre, Pa	Lyons and Sayre	92.62	6	471	15 9	15 9
6073	Rondout to Stamford, N. Y	Rondout and Stamford	73.64	12	961	32 0	32 0
6075	Cortland to Elmira, N. Y	Canastota and Elmira	70.96	6	[1]408	10 6	10 6
6076	Auburn to Freeville, N. Y	Auburn and Freeville	39.70	6	63	7 2	7 2
6079	Millerton to Poughkeepsie, N. Y	Millerton and Poughkeepsie	44.93	6	[2]157	9 3	9 3
6080	Canastota to Cortland, N. Y	Canastota and Elmira	49.08	6	368	10 6	10 6
6081	Northville to Fonda, N. Y	Northville and Fonda	26.92	12	[1]577	16 0	16 0
6083	Rondout to Montgomery, N. Y	Kingston and Goshen	35.71	6	182	18 0	18 0
6084	Fair Haven, N. Y., to Sayre, Pa	Fair Haven and Sayre	117.20	10½	63	24 0	24 0
6085	Millerton to Dutchess Junction, N. Y	Millerton and Dutchess Junction	57.97	6	164	9 10	9 10
6087	Utica to Watertown, N. Y	Ogdensburgh and Utica	91.97	[1]12	1,576	36 0	36 0
6088	Ogdensburgh to Carthage, N. Y	Ogdensburgh and Utica	60.77	6	[1]702	18 0	18 0
6089	Cayuga to Ithaca, N. Y	Cayuga and Ithaca	39.15	6	171	10 4	10 4
6090	Sodus Point to Stanley, N. Y	Sodus Point and Stanley	34	6	32	7 4	7 4
6091	Buffalo to Jamestown, N. Y	Buffalo and Jamestown	69.73	6	498	13 6	13 6
6093	Sag Harbor to Long Island City, N. Y	Sag Harbor and Long Island City	99.67	8	[1]1,197	26 0	26 0
6095	North Creek to Saratoga, N. Y	North Creek and Saratoga	57.96	6	252	13 5	13 5
6097	Boston Corners to Rhinecliff, N. Y	Boston Corners and Rhinecliff	35.70	6	131	12 6	12 6
6098	Whitehall, N. Y., to Castleton, Vt	Rouse's Point and Albany	14.34	6	318	21 0	21 0
6101	New Berlin to Sidney Plains, N. Y	New Berlin and Sidney Plains	25.44	6	[1]102	13 4	13 4
6102	Rochester to Salamanca, N. Y	Rochester and Bradford	109.14	6	211	14 0	14 0
6103	Geneva to Corning, N. Y	Geneva and Wellsborough	58.25	6	380	15 0	15 0
6108	Attica to Cuba, N. Y	Attica and Cuba	59.50	6	101	8 0	8 0
6122	Addison to Westfield, N. Y	Addison and Westfield	[1]27.35	6	212	8 3	8 3
6123	Rochester to Hinsdale, N. Y	Rochester and Olean	99.92	6	191	15 6	15 6
6127	Salamanca, N. Y., to Bradford, Pa	Rochester and Bradford	18.00	6	Extension of 6,102	14 0	14 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY R. C. JACKSON, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.

	OUTWARD.								INWARD.								
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
6057	Utica, N. Y	12.30 p. m.	8	6	1	1	35	2	[1]								[1] No express mails.
6058	Buffalo, N. Y	2.20 p. m.	4	6	3	1	60	2	East Aurora, N. Y	12.21 p. m.	1	6	4	1	38	2	
		5.40 p. m.	6	6	1	...	25		Springville Ju., N. Y.	7.22 a. m.	5	6	1	...	20		
6061	Buffalo, N. Y	5.45 p. m.	3	6	1	...	9	2	Corry, Pa	9.00 a. m.	6	6	11	...	100	2	
	....do	2.20 p. m.	5	6	4	...	60		....do	3.43 a. m.	10	6	4	...	50		
	....do	9.00 p. m.	9	7	4	...	100		Derby, N. Y	8.45 a. m.	12	6	1	...	9		
6062	Greycourt, N. Y	6.40 p. m.	5	6	3	...	30	2									
	....do	10.25 a. m.	7	6	2	...	23	2	Warwick, N. Y	7.00 a. m.	4	6	3	...	25	2	
6063	Canandaigua	9.30 a. m.	2	6	12	2	255	2	Elmira, N. Y	12.05 p. m.	1	6	10	2	250	2	
	....do	7.00 p. m.	4	6	4	1	40		....do	5.40 p. m.	3	6	3	2	60		
6064	Oswego, N. Y	11.40 a. m.	8	6	7	2	120	2	Syracuse, N. Y	2.10 p. m.	7	6	10	2	222	2	
	....do	3.15 p. m.	2	6	2	...	28	2	....do	5.00 p. m.	3	6	2	...	20	2	
6065	Syracuse, N. Y	1.10 p. m.	8	6	[1]10	4	200	2	Binghamton, N. Y	8.20 a. m.	7	6	12	...	125	2	[1] Five empty pouches
6071	Syracuse, N. Y	11.00 a. m.	3	6	3	...	45	2	Fayetteville, N. Y	9.12 a. m.	2	6	3	...	42	2	
	....do	5.00 p. m.	5	6	3	...	45		....do	6.35 p. m.	6	6	3	...	42		
6072	Ithaca, N. Y. [1]	9.34 p. m.	15	1	2	1	75	2	Sayre, Pa. [1]	4.45 a. m.	8	1	1	2	60	2	[1] Sundays only.
6073	[1]								[1]								[1] No express mails.
6075	Ithaca, N. Y	5.07 p. m.	3	6	3	1	50	2	Freeville, N. Y	9.20 a. m.	2	6	4	1	55	2	Express mails carried between Ithaca and Freeville.
																	[1] Weight at Elmira, N. Y.
6076	[1]								[1]								[1] No express mails.
6079	[1]								[1]								[1] No express mails.
																	[2] Weight at Poughkeepsie, N. Y.
6080	Canastota, N. Y	5.52 p. m.	12	6	1	...	15	2	Cazenovia, N. Y	4.25 p. m.	13	6	1	...	15	2	
6081	Gloversville, N. Y	5.25 p. m.	7	6	1	...	20	2	Fonda, N. Y	7.10 p. m.	8	6	1	...	10	2	[1] Weight from Fonda.
6083	Walkill, N. Y	6.02 p. m.	6	6	1	...	10	2	[1]								[1] No express mails.
6084	Fair Haven, N. Y	6.25 a. m.	5	6	3	...	25	2	Auburn, N. Y	4.55 p. m.	6	6	3	...	30	2	
6085	[1]								[1]								[1] No express mails.
6087	Watertown, N. Y	1.35 p. m.	13	6	5	1	55	3	Utica, N. Y	12.10 p. m.	8	6	19	7	600	6	[1] Between Carthage and Watertown, 6 times per week, 17.39 miles.
	....do	5.10 p. m.	27	6	6	...	79		Carthage, N. Y	11.55 a. m.	14	6	7	...	60		
	Carthage, N. Y	11.40 a. m.	7	6	9	2	300		....do	8.20 a. m.	26	6	1	2	176		
									....do	2.50 p. m.	28	6	...	6	120		
6088	Ogdensburgh, N. Y	9.00 p. m.	7	6	4	2	103	2	....do	2.50 p. m.	8	6	3	...	35	2	[1] Weight at Carthage, N. Y.
6089	[1]								[1]								[1] No express mails.
6090	Sodus Point, N. Y	5.00 p. m.	5	6	1	...	10	2	Newark, N. Y	9.16 a. m.	6	6	1	...	20	2	
6091	Buffalo, N. Y	4.45 p. m.	3	6	9	...	130	2	North Collins, N. Y	5.53 p. m.	2	6	7	1	91	2	
6093	Long Island City, N. Y.	10.05 a. m.	21	6	1	...	7	2	Jamaica, N. Y	8.04 a. m.	6	6	3	...	22	2	Double daily service between Babylon and Long Island City.
	....do	4.04 p. m.	53	6	5	3	54		....do	8.41 a. m.	10	6	1	...	9		
	....do	4.34 p. m.	57	6	1	...	9		Babylon, N. Y	8.00 a. m.	16	6	4	...	33		[1] Weight at Long Island City.
	....do	4.36 p. m.	29	6	2	1	15		Quogue, N. Y	7.01 a. m.	52	6	5	3	41		
	....do	5.37 p. m.	43	6	3	...	28		Sag Harbor, N. Y	1.40 p. m.	36	6	1	1	25		
6095	[1]								[1]								[1] No express mails.
6097	[1]								Rhinecliff, N. Y	2.19 p. m.	16	6	2	...	25	2	[1] No express mails.
6098	Whitehall, N. Y	11.45 a. m.	1	6	2	...	20	2	Castleton, Vt	5.53 a. m.	2	6	2	...	20	2	
6101	[2]								[2]								[1] Weight at Sidney Plains.
																	[2] No express mails.
6102	Rochester, N. Y	6.15 p. m.	3	6	3	1	58	2	Salamanca, N. Y	9.03 a. m.	2	6	3	...	55	2	
	....do	4.12 p. m.	5	6	1	...	25		Scottsville, N. Y	8.57 a. m.	6	6	1	...	15		
6103	[1]								[1]								[1] No express mails.
6108	[1]								[1]								[1] No express mails.
6122	[2]								[2]								[1] 13.90 covered by closed pouches.
																	[2] No express mails.
6123	[1]								[1]								[1] No express mails.
6127	[1]								[1]								[1] No express mails.

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SECOND DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE.	
						Present.	Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
7001	New York, N. Y., to Easton, Pa	New York, Somerville, and Easton	74.00	12	3,263	26 0	26 0
	New York, N. Y., to Elizabethport, N. J	New York and Point Pleasant		12		28 0	28 0
7003	Elizabethport to Point Pleasant, N. J	New York and Point Pleasant	50.00	12	2,009	28 0	28 0
7004	New York, N. Y., to Philadelphia, Pa	New York and Pittsburgh	89.54	$17\frac{1}{2}$	79,560	220 0	280 0
	do	New York and Washington	(1)	$20\frac{1}{2}$		180 0	180 0
	do	New York and Philadelphia	(1)	12		[3]15 3	15 3
	Trenton, N. J., to Philadelphia, Pa	Belvidere and Philadelphia	(2)	6		12 6	12 6
7005	Camden to Jamesburgh, N. J	South Amboy and Philadelphia	47.64	12	521	23 4	23 4
	Jamesburgh to Monmouth Junction, N. J	Monmouth Junction and Manasquan	5.68	6		8 0	8 0
7006	Camden to Hightstown, N. J	Hightstown and Philadelphia	53.13	6	538	8 0	8 0
7008	Trenton to Manunka Chunk, N. J	Belvidere and Philadelphia	67.85	6	839	12 6	12 6
7013	Hoboken, N. J., to Easton, Pa	New York, Dover, and Easton	84.24	10	1,265	24 0	24 0
	Denville to Washington, N. J	Binghamton and New York		6		20 0	20 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY R. C. JACKSON, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
OUTWARD.									INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of eparture.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
7001	New York, N. Y	8.00 a. m.	102	1	1	1	35		Bayonne, N. J	7.29 a. m.	55	6	3	...	45		
.....	....do	1.00 p. m.	6	6	8	14	330		Plainfield, N. J	10.37 a. m.	1	6	2	2	60		
	....do	3.45 p. m.	12	6	1	1	30	5	Elizabeth, N. J	3.00 p. m.	3	6	6	1	100	3	
	....do	4.00 a. m.	10	6	11	14	375		Bayonne, N. J	5.45 p. m.	85	6	2	2	55		
	....do	10.30 a. m.	22	6	1	1	25		Easton, Pa	6.30 a. m.	15	6	1	...	20		
	....do	12.45 p. m.	68	6	2	2	50										
7003	Elizabethport, N. J	4.26 p. m.	2	6	14	19	500		Long Branch, N. J	11.13 p. m.	11	6	11	...	150		
	....do	11.30 a. m.	10	6	2	2	80	5	....do	8.35 a. m.	205	1	3	...	30	2	
	....do	3.11 p. m.	14	6	5	5	200										
7004	New York, N. Y	6.15 a. m.	13	6	1	2	20		Philadelphia, Pa	12.01 a. m.	12	7	17	40	1,800		[1] Distance covered by New York and Pittsburgh R. P. O.
.....	....do	6.55 a. m.	181	6	1	10	300		....do	3.45 a. m.	10	6	10	2	350		
.....	....do	7.55 a. m.	1	7	...	45	1,800		Newark, N. J	7.19 a. m.	86	6	1	1	20		
.....	....do	7.55 a. m.	43	6	5	5	335		Elizabeth, N. J	7.58 a. m.	92	6	3	1	40		[2] Distance from Trenton, 33 miles.
	....do	8.05 a. m.	183	6	3	2	75		Philadelphia, Pa	6.50 a. m.	34	6	12	...	652		
	....do	8.55 a. m.	5	7	12	37	800		....do	7.30 a. m.	36	6	3	11	320		[3] Outward run (a. m.) made in New York and Washington car; 30.6 required inward run.
	....do	10.55 a. m.	39	6	8	13	400		Metuchen, N. J	6.35 a. m.	180	7	4	...	40		
	....do	12.55 p. m.	33	6	19	35	1,000		Perth Amboy Junction, N. J.	10.18 a. m.	274	6	1	...	20		
	....do	3.16 p. m.	103	6	1	...	10		Newark, N. J	11.05 a. m.	18	6	3	...	60		
	....do	11.55 p. m.	37	7	18	91	2,500		Perth Amboy Junction, N. J.	11.01 a. m.	182	6	3	...	30		
	....do	3.35 p. m.	31	6	9	38	1,500		Philadelphia, Pa	11.00 a. m.	38	6	6	8	300		
	....do	3.55 p. m.	19	6	4	7	300		Elizabeth, N. J	1.18 p. m.	20	6	6	2	80		
	....do	4.55 p. m.	281	6	2	6	70	30	Perth Amboy Junction, N. J.	1.38 p. m.	276	6	6	...	50		
	....do	4.55 p. m.	21	6	1	5	100		Metuchen, N. J	2.35 p. m.	184	6	10	1	100		
	....do	6.25 p. m.	117	6	2	5	70		Philadelphia, Pa	1.00 p. m.	26	6	10	4	150	25	
	....do	6.55 p. m.	189	7	8	15	600		....do	1.30 p. m.	30	6	4	2	255		
	....do	6.55 p. m.	41	7	10	32	1,500		Newark, N. J	6.25 p. m.	134	6	5	16	300		
	....do	6.55 p. m.	11	7	1	3	80		Monmouth Junction, N. J.	5.42 p. m.	46	6	1	...	10		
	....do	5.35 p. m.	191	1	2	2	90		Philadelphia, Pa	5.00 p. m.	22	6	1	13	500		
	Trenton, N. J	8.00 a. m.	61	6	5	...	125		....do	5.20 p. m.	2	7	27	19	2,500		
	Monmouth Junction, N. J.	8.25 a. m.	291	6	7	...	230		Perth Amboy Junction, N. J.	6.58 p. m.	280	6	1	...	15		
	Trenton, N. J	8.55 a. m.	29	6	5	...	100		Philadelphia, Pa	6.00 p. m.	28	6	4	6	570		
	Monmouth Junction, N. J.	10.25 a. m.	295	6	1	...	20		Metuchen, N. J	8.15 p. m.	186	6	5	3	150		
	....do	2.11 p. m.	297	6	6	..	100		Philadelphia, Pa	8.20 p. m.	66	7	10	10	300		
									Metuchen, N. J	10.05 p. m	188	6	5	...	60		
									Newark, N. J	10.45 p. m.	122	6	3	1	100		
									Perth Amboy Junction, N. J.	11.03 p. m.	282	6	2	...	30		
									Philadelphia, Pa	8.00 a. m.	290	6	7	7	200		
									....do	3.20 p. m.	144	6	8	...	100		
									....do	3.30 p. m.	296	6	5	...	150		
7005	Camden, N. J	6.30 a. m.	312	6	4	2	120		Hightstown, N. J	9.11 a. m.	317	6	1	...	70		
.....	....do	5.40 p. m.	332	6	3	...	144	2	Riverton, N. J	12.25 p. m.	329	6	4	...	138	3	
	Burlington, N. J	3.20 p. m.	346	6	1	...	15		Beverly, N. J	3.35 p. m.	331	6	3	...	95		
	....do	5.15 p. m.	328	6	1	...	10		Bordentown, N. J	7.00 a. m.	309	6	1	...	15		
7006	Camden, N. J	7.40 a. m.	396	6	13	2	356	4	Birmingham, N. J	6.35 a. m.	353	6	1	...	20		
	....do	4.10 p. m.	398	6	12	...	341		Pemberton Junction, N. J.	7.35 a. m.	355	6	1	...	30		
									Mt. Holly, N. J	9.15 a. m.	357	6	9	1	215	4	
									Merchantville, N. J.	4.20 p. m.	365	6	3	...	78		
									Pemberton Junction, N. J.	5.27 p. m.	359	6	6	...	184		
									....do	7.08 p. m.	277	6	5	...	210		
7008	Greensburgh, N. J	7.26 p. m.	561	6	2	...	12		Belvidere, N. J	9.55 a. m.	552	6	1	1	35		
	Lambertville, N. J	8.20 a. m.	567	6	13	1	114	2	Frenchtown, N. J	2.23 p. m.	558	6	1	...	15	2	
	Belvidere, N. J	5.50 p. m.	575	6	2	...	50		Trenton, N. J	5.20 p. m.	564	6	2	...	27		
									....do	7.42 p. m.	570	6	1	1	15		
7013	Hoboken, N. J	12.25 p. m.	41	6	2	1	40		Morristown, N. J	9.10 a. m.	4	6	2	1	36		
.....	....do	12.15 p. m.	5	6	9	10	250	3	Orange, N. J	11.24 a. m.	14	6	3	1	50	2	
	....do	8.05 p. m.	71	6	1	4	75		....do	7.12 p. m.	66	6	7	1	100		
	....do	10.25 a. m.	65	6	2	3	60		....do	12.34 p. m.	68	6	5	2	80		

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SECOND DIVISION,

RAILWAY POST-OFFICES.

Number of route.	Termini	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR-SPACE.	
						Present.	Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
7015	Philadelphia, Pa., to Atlantic City, N. J	Philadelphia and Atlantic City	59.51	6	792	8 6	8 6
7017	Jersey City, N. J., to Nyack, N. Y	Nyack and New York	28.50	12	363	19 0	19 0
	Jersey City, N. J., to Sparkill, N. Y	Spring Valley and New York		6		9 6	9 6
7023	Jamesburgh to Sea Girt, N. J	Monmouth Junction and Manasquan	27.64	6	219	8 0	8 0
7024	Jersey City, N. J., to Stony Point, N. Y	Stony Point and New York	42.24	6	214	10 0	10 0
7025	Waterloo to Branchville Junction, N. J	Franklin Furnace and Waterloo	14.80	$8\frac{1}{6}$	[1]228	12 0	12 0
7026	Eatontown to Whiting, N. J	Red Bank and Bridgeton	30.23	6	162	8 0	8 0
7028	Hoboken to Denville, N. J	Binghamton and New York	34.17	6	1,255	20 0	20 0
7029	Whiting to Atsion, N. J	Red Bank and Bridgeton	23.88	6	105	8 0	8 0
7031	Atsion to Bridgeton, N. J	do	37.75	6	96	8 0	8 0
7032	Whiting to Tuckerton, N. J	Whiting and Tuckerton	29.00	12	136	16 0	16 0
7034	Jersey City, N. J., to Greenwood Lake, N. Y.	Greenwood Lake and New York	51.10	6	135	10 0	10 0
7037	Middletown, N. Y., to Jersey City, N. J	Middletown and New York	88.40	6	236	13 0	13 0
7040	High Bridge to Rockaway, N. J	Rockaway and High Bridge	30.31	6	69	8 0	8 0
7041	Camden to Cape May, N. J	Philadelphia and Cape May	81.15	12	1,434	29 6	29 6
	Camden to Glassborough, N. J	Philadelphia and Bridgeton		12		29 6	29 6
7047	Jamesburgh to South Amboy, N. J	South Amboy and Philadelphia	14.20	12	146	23 4	23 4
7048	Branchville Junction to Branchville, N. J	Franklin Furnace and Waterloo	6.63	6	70	6 0	6 0
7049	Red Bank to Eatontown, N. J	Red Bank and Bridgeton	3.22	6	193	8 0	8 0
7050	Manchester to Barnegat, N. J	Manchester and Barnegat	22.42	6	126	7 0	7 0
7051	Glassborough to Bridgeton, N. J	Philadelphia and Bridgeton	21.03	12	657	29 6	29 6
7052	McAfee Valley to Belvidere, N. J	Greycourt and Belvidere	41.48	6	140	13 0	13 0
8001	New York, N. Y., to Pittsburgh, Pa	New York and Pittsburgh	353.00	$18\frac{1}{2}$	63,440	220 0	280 0
	Philadelphia to Harrisburg, Pa	Philadelphia and Harrisburg	[3]	6		15 10	15 10
	Pittsburgh to Southwest Junction, Pa	Pittsburgh and Fairchance	[4]	6		14 0	14 0
8002	Philadelphia to Pottsville, Pa	Pottsville and Philadelphia	92.84	18	24.71	15 3	15 3
8003	Philadelphia to West Chester, Pa	Philadelphia and West Chester	26.68	12	12.61	20 0	20 0
	Philadelphia to Wawa, Pa	Philadelphia and Port Deposit		12		17 4	17 4
8004	Philadelphia to Bethlehem, Pa	Bethlehem and Philadelphia	56.52	[5]9	27.23	30 0	30 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY R. C. JACKSON, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.

Number of route.	OUTWARD.								INWARD.								Remarks.
	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
7015	Philadelphia, Pa...	4.00 p. m.	41	6	1	...	50	2	Atlantic City, N. J.	7.00 a. m.	28	6	1	1	50	2	
	....do	7.30 a. m.	63	1	1	1	30		Winslow, N. J	8.53 a. m.	32	6	1	1	35		
	....do	6.30 a. m.	21	6	1	1	45		Atlantic City, N. J.	5.40 p. m.	46	6	1	...	20		
									....do	5.00 p. m.	66	1	1	1	35		
7017	Jersey City, N. J...	1.00 p. m.	137	6	1	1	25	2	Nyack, N. Y	1.05 p. m.	144	6	1	...	20	2	
7023	Jamesburgh, N. J ..	8.55 a. m.	380	6	3	1	35	2	Manasquan, N. J...	7.19 a. m.	377	6	2	1	30	2	
	....do	12.59 p. m.	292	6	4	2	60		....do	10.15 a. m.	295	6	2	...	25		
	....do	4.15 p. m.	294	6	5	...	40		....do	1.59 p. m.	297	6	1	...	8		
7024	Jersey City, N. J ..	1.00 p. m.	7	6	1	2	35	2	Haverstraw, N. Y ..	7.25 a. m.	10	6	4	...	40	2	
	....do	4.10 p. m.	9	6	4	4	100		Stony Point, N. Y ..	10.35 a. m.	14	6	1	...	10		
7025	Waterloo, N. J.....	2.35 p. m.	207	6	1	...	10	2	Branchville Junction, N. J.	8.15 a. m.	202	6	1	...	10	2	[1] Weight at Waterloo.
7026	Eatontown, N. J ...	10.19 a. m.	34	6	4	1	130	2	Lakewood, N. J	4.49 p. m.	39	6	4	...	50	2	
	....do	5.43 p. m.	40	6	5	2	75		....do	7.14 a. m.	33	6	2	...	20		
7028	Hoboken, N. J.....	1.15 p. m.	23	6	3	4	120	4	Kingsland, N. J ...	8.57 a. m.	26	6	2	1	45	2	
	....do	4.25 p. m.	113	6	4	4	120		Boonton, N. J	8.31 a. m.	114	6	4	...	60		
	....do	7.07 a. m.	47	6	1	1	25		Denville, N. J	5.38 a. m.	70	6	2	1	40		
		7.15 p. m.	69	6	7	18	250		....do	8.16 p. m.	24	6	7	...	100		
7029	([2])	.....	...	...	...	...	.....	...	([2])	.....	...	...	...	...	.....	...	[2] No express mails.
7031	([2])	.....	...	...	...	...	.....	...	([2])	.....	...	...	...	...	.....	...	[2] No express mails.
7032	([2])	.....	...	...	...	...	.....	...	([2])	.....	...	...	...	...	.....	...	[2] No express mails.
7034	Jersey City, N. J ..	4.55 p. m.	9	6	4	4	80	2	Arlington, N. J....	9.07 a. m.	8	6	3	...	30	2	
7037	....do	3.43 p. m.	11	6	2	3	50	2	Hackensack, N. J .	9.25 a. m.	10	6	5	...	35	2	
7040	([2])	.....	...	...	...	...	.....	...	([2])	.....	...	...	...	...	.....	...	[2] No express mails.
7041	Camden, N. J.....	2.50 p. m.	49	6	8	...	65	2	Woodbury, N. J ...	8.00 a. m.	82	6	7	...	54	2	
.....	....do	3.30 p. m.	29	6	2	...	16		Cape May, N. J	7.00 a. m.	6	6	1	...	55		
	....do	4.10 p. m.	13	6	1	...	55		Woodbury, N. J ...	1.36 p. m.	12	6	3	...	22		
	....do	4.20 p. m.	53	6	2	...	30		....do	4.51 p. m.	86	6	5	...	95		
									Newfield, N. J.....	6.05 p. m.	54	6	5	...	35		
									Woodbury, N. J ...	8.44 a. m.	42	6	2	...	25		
7047	([2])	.....	...	...	...	...	.....	...	([2])	.....	...	...	...	...	.....	...	[2] No express mails.
7048	([2])	.....	...	...	...	...	.....	...	([2])	.....	...	...	...	...	.....	...	[2] No express mails.
7049	Red Bank, N. J	10.09 a. m.	34	6	7	1	150	2	Eatontown, N. J ..	5.31 p. m.	39	6	6	...	70	2	
	....do	5.33 p. m.	40	6	7	2	100		....do	7.48 a. m.	33	6	5	...	50		
7050	Manchester, N. J ..	11.34 a. m.	34	6	1	1	20	2	Forked River, N. J.	6.20 a. m.	33	6	2	...	20	2	
	....do	5.11 p. m.	38	6	2	...	20		Tom's River, N. J..	3.56 p. m.	39	6	1	1	20		
7051	([2])	.....	...	...	...	...	.....	...	([2])	.....	...	...	...	...	.....	...	[2] No express mails.
7052	McAfee Valley, N.J.	11.56 a. m.	7	6	1	...	10	2	([2])	.....	...	...	...	...	.....	...	[2] No express mails.
8001	Philadelphia, Pa ..	6.10 a. m.	99	6	10	2	190		Pittsburgh, Pa	7.30 a. m.	2	7	65	19	3,820		
.....	Altoona, Pa	7.40 a. m.	1	6	21	11	1,975		....do	4.00 p. m.	44	6	3	...	30		[3] 104.8 miles covered by New York and Pittsburgh R. P. O.
.....	Philadelphia, Pa ..	11.20 a. m.	5	7	28	21	2,320		Altoona, Pa	2.25 p. m.	12	6	4	...	40		
	....do	2.14 p. m.	73	6	6	1	80		Merion, Pa	11.30 a. m.	72	6	7	...	70	18	
	....do	4.44 p. m.	79	6	2	2	80		Ardmore, Pa	9.23 p. m.	74	6	15	2	265		[4] 31.6 miles covered by New York and Pittsburgh R. P. O.
	Branch Junction, Pa	7.52 a. m.	59	6	4	...	120	20	Pittsburgh, Pa	4.50 p. m.	10	6	10	2	350		
	S. W. Junction, Pa.	8.55 a. m.	45	6	7	3	230		Branch Junct'n, Pa.	7.05 p. m.	56	6	1	...	10		
	Harrisburg, Pa	3.10 a. m.	3	7	7	6	180										
	....do	10.10 a. m.	19	6	7	2	110										
	....do	5.00 p. m.	21	6	3	...	150										
	Br'ch Inters'ct'n, Pa	10.44 a. m.	83	6	7	...	110										
8002	Philadelphia, Pa ..	9.50 a. m.	1	6	4	4	165	3	Pottsville, Pa.....	8.20 a. m.	20	6	4	...	47	2	
	....do	1.00 p. m.	7	6	4	2	75		....do	12.35 p. m.	1	6	1	...	23		
	....do	5.15 p. m.	9	6	3	...	40		Phœnixville, Pa ...	8.52 a. m.	14	6	6	...	120		
	... do	7.35 p. m.	23	6	1	...	35		Reading, Pa	12.00 noon	8	6	1	...	15		
8003	Philadelphia, Pa ..	6.25 a. m.	4	6	1	...	70	2	West Chester, Pa..	7.35 a. m.	11	6	3	2	62	2	
.....	....do	2.47 p. m.	22	6	1	1	25		....do	11.30 a. m.	21	6	1	...	25		
	Wawa, Pa.....	12.12 a. m.	16	6	1	...	26		....do	1.10 p. m.	27	6	1	...	16		
	....do	6.45 p. m.	34	6	1	...	10		....do	5.00 p. m.	35	6	...	1	30		
8004	Philadelphia, Pa ..	9.00 a. m.	7	6	7	16	620	10	Bethlehem, Pa	5.00 a. m.	2	7	8	7	305	6	[5] 15 feet Philadelphia to Bethlehem; 30 feet Bethlehem to Philadelphia.
	....do	4.15 p. m.	13	6	8	...	145		Jenkintown, Pa ...	8.10 a. m.	506	6	7	...	105		
	....do	8.00 p. m.	17	6	19	10	1,095		Bethlehem, Pa	6.30 a. m.	6	6	8	1	130		
	....do	2.00 p. m.	11	6	7	3	260		....do	6.30 p. m.	16	6	5	...	110		
	....do	3.45 p. m.	45	6	5	...	52		....do	8.30 p. m.	18	6	9	...	135		
									Jenkintown, Pa...	9.03 a. m.	36	6	2	...	20		
									....do	4.39 p. m.	570	6	8	...	120		
									Lindley, Pa	6.49 p. m.	52	6	7	...	84		
									....do	7.39 a. m.	32	6	4	...	45		

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SECOND DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
8008	Wawa, Pa., to Port Deposit, Md	Philadelphia and Port Deposit	[1]59.34	12	835	17 4	17 4
8010	Easton, Pa., to Waverly, N. Y	Easton and Elmira	205.57	10½	[1]3,572	55 0	55 0
8011	Penn Haven Junction to Mount Carmel, Pa.	Penn Haven and Mount Carmel	52.83	6	194	18 0	18 0
8013	Pottsville to Herndon, Pa	Pottsville, Tamaqua and Herndon	81.03	10 44/100	245	24 0	24 0
8014	Williamsport to Port Clinton, Pa	Williamsport and Port Clinton	121.66	6	164	11 4	11 4
8015	Sunbury to Tomhicken, Pa	Hazleton and Sunbury	43.61	6	124	8 0	8 0
8016	Tomhicken to Hazleton, Pa	do	8.80	6	120	8 8	8 0
	Penn Haven Junction to Hazleton, Pa	Easton and Hazleton	15.90	12	.....	30 0	30 0
8017	Scranton to Northumberland, Pa	Scranton and Northumberland	80.89	6	517	16 0	16 0
8018	Carbondale to Scranton, Pa	Carbondale and Scranton	17.57	18	210	24 0	24 0
8019	Binghamton, N. Y., to Washington, N. J	Binghamton and New York	144.56	6	[1]1,242	18 0	18 0
8020	Elmira, N. Y., to Blossburgh, Pa	Elmira and Blossburgh	[1]46.06	6	478	12 0	12 0
8021	Elmira, N. Y., to Williamsport, Pa	Elmira and Williamsport	79.71	6	858	15 0	15 0
8022	Erie to Williamsport, Pa	Williamsport and Erie	248.68	8¼	568	30 0	30 0
	Lock Haven to Sunbury, Pa	Lock Haven and Harrisburgh	(1)	6	.....	15 0	15 0
	Williamsport to Sunbury, Pa	Williamsport and Baltimore	39.81	6	.....	40 0	40 0
8023	Mount Carmel to Sunbury, Pa	Mount Carmel and Sunbury	27.44	6	44	16 0	16 0
8025	Oil City to Irvine, Pa	Irvine and Oil City	50.00	6	[1]419	14 0	14 0
	Corry to Oil City, Pa	Buffalo and New Castle	45.12	6	.....	14 0	14 0
8027	Lancaster to Columbia, Pa	Lancaster and Frederick	[1]12.10	6	765	15 0	15 0
8029	New Castle to Homewood, Pa	Erie and Pittsburgh	15.43	6	476	16 0	16 0
8030	Harrisburg, Pa., to Martinsburgh, W. Va	Harrisburg and Martinsburgh	94.63	12	1,400	34 0	34 0
	Chambersburgh to South Penn Junction, Pa.	Chambersburgh and Richmond Furnace	(1)	6	.....	10 0	10 0
8031	Sinking Springs to Columbia, Pa	Reading and Columbia	40.14	6	170	14 6	14 6
8032	Columbia, Pa., to Frederick, Md	Lancaster and Frederick	69.52	6	263	15 0	15 0
8034	Huntingdon to Mount Dallas Station, Pa	Huntingdon and Cumberland	45.15	6	552	8 8	8 8
8035	Curwinsville to Tyrone, Pa	Curwinsville and Tyrone	47.66	6	122	10 9	10 9
8038	Lock Haven to Tyrone, Pa	Lock Haven and Tyrone	55.05	6	198	11 0	11 0
8039	Blairsville to Allegheny, Pa	Branch Junction and Pittsburgh	63.54	6	295	15 0	15 0
8040	Washington, Pa., to Wheeling, W. Va	Washington and Wheeling	32.43	6	156	8 2	8 2
8041	Oil City to Pittsburgh, Pa	Oil City and Pittsburgh	132.08	6	523	18 0	18 0
8042	Indiana to Branch Junction, Pa	Indiana and Branch Junction	19.14	12	209	22 0	22 0
	Blairsville to Branch Junction, Pa	Branch Junction and Pittsburgh	.....	6	.....	15 0	15 0
8043	Meadville to Oil City, Pa	Meadville and Oil City	36.62	6	310	18 6	18 6

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY R. C. JACKSON, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
	OUTWARD.								INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
8008	Chester, Pa	8.27 a. m.	1	6	2	...	10	2	Upland, Pa	8.35 a. m.	6	6	1	...	8	2	[1] 7.17 miles covered by closed pouches from Wawa to Chester.
	....do	5.04 p. m.	25	6	2	...	20		Knowlton, Pa	12.33 p. m.	12	6	3	...	20		
									Wawa, Pa	7.48 p. m.	54	6	1	...	12		
8010	Bethlehem, Pa	8.30 a. m.	10	6	3	...	47		Waverly, N. Y	9.45 p. m.	15	6	9	2	835		[1] Weight taken at Allentown, Pa., termini of route at last weighing.
	Easton, Pa	11.30 a. m.	4	6	6	3	175		Bethlehem, Pa	6.25 a. m.	17	6	8	9	350		
	....do	1.15 p. m.	16	6	1	...	20		Allentown, Pa	9.42 a. m.	1	6	3	2	70		
	....do	3.00 p. m.	20	6	2	...	20		Bethlehem, Pa	4.05 p. m.	5	6	5	...	60		
	Pittston, Pa	10.03 p. m.	12	6	5	1	90		....do	7.45 p. m.	13	6	2	1	40	10	
	Easton, Pa	7.15 p. m.	14	6	4	...	60	6	Waverly, N. Y	2.20 p. m.	9	6	7	3	666		
	....do	8.25 p. m.	28	6	3	2	125		Bethlehem, Pa	9.50 p. m.	29	6	2	2	200		
	Mauch Chunk, Pa	11.05 p. m.	8	7	7	3	265		Pittston Junct'n, Pa	9.55 a. m.	41	6	1	...	11		
	Athens, Pa	11.31 a. m.	30	6	6	...	135										
	Penn Haven J'n, Pa	8.20 a. m.	18	6	1	...	10										
	....do	6.00 p. m.	6	6	1	...	9										
8011	Penn Haven J'n, Pa	6.00 p. m.	6	6	1	...	10	2	Mahanoy City, Pa	3.08 p. m.	7	6	2	...	25	2	
	....do	8.20 a. m.	18	6	2	...	20		Shenandoah, Pa	5.21 p. m.	9	6	1	...	10		
8013	East Mahanoy Junction, Pa.	9.55 a. m.	21	6	2	...	30	2	[1]								[1] No express mails.
8014	[1]								[1]								[1] No express mails.
8015	[1]								[1]								[1] No express mails.
8016	Hazleton, Pa	6.05 a. m.	21	6	1	...	14	2	Penn Haven Junction, Pa.	5.55 p. m.	6	6	2	...	46	2	
8017	Scranton, Pa	9.30 a. m.	3	6	6	...	80	2	Pittstown, Pa	3.34 p. m.	6	6	5	...	70	2	
									Northumberland, Pa	5.40 p. m.	10	6	5	...	70		
8018	[1]								[1]								[1] No express mails.
8019	Manunkachunk, N.J	3.48 p. m.	5	6	5	...	60	3	Binghamton, N. Y	11.15 a. m.	4	6	2	...	20	2	[1] Weight at Washington.
	Washington, N. J	11.20 a. m.	3	6	1	...	20		Portland, Pa	6.27 p. m.	6	6	6	...	75		
	Manunkachunk, N.J	7.06 p. m.	9	6	3	...	50		Binghamton, N. Y	10.45 a. m.	8	6	5	...	160		
	....do	10.07 p. m.	7	6	3	2	245										
8020	Elmira, N. Y	5.05 p. m.	3	6	6	...	60	2	Tioga, Pa	6.15 p. m.	2	6	5	...	40	2	[1] 19.89 miles covered by closed pouches.
8021	Elmira, N. Y	9.15 p. m.	4	6	2	...	50	2	Troy, Pa	9.29 p. m.	5	6	2	...	22	2	
	....do	9.05 a. m.	6	6	2	...	30		Williamsport, Pa	3.00 p. m.	3	6	3	...	30		
8022	Erie, Pa	4.00 p. m.	12	6	6	...	85	2	Waterford, Pa	9.50 a. m.	11	6	8	...	180	3	[1] Covered by Williamsport and Erie and Williamsport and Baltimore.
.....	Northumberland, Pa.	1.45 p. m.	8	6	2	...	25		Lock Haven, Pa	3.55 p. m.	5	6	3	2	85		
8023	Paxinos, Pa	3.10 p. m.	3	6	4	...	43	2	Sunbury, Pa	12.00 m	2	6	3	1	55	2	
									....do	5.30 p. m.	6	6	1	1	50		
8025	Corry, Pa	6.35 p. m.	5	6	13	...	75	3	Oil City, Pa	7.00 a. m.	6	13	5	...	125	2	[1] Weight at Corry.
.....	....do	1.50 p. m.	13	6	3	3	60		Titusville, Pa	11.33 a. m.	14	6	4	...	80		
	Rouseville, Pa	7.52 a. m.	3	6	5	...	60		Irvine, Pa	7.10 a. m.	31	6	4	...	70		
	Corry, Pa	12.43 a. m.	9	6	2	...	25										
	Oil City, Pa	3.10 p. m.	30	6	6	...	100										
8027	Lancaster, Pa	6.30 a. m.	105	6	15	9	285	3	Columbia, Pa	7.30 a. m.	80	6	8	...	120	2	[1] 19.54 miles covered by closed pouches.
	....do	9.35 a. m.	83	6	5	...	50		....do	6.10 p. m.	74	6	3	...	60		
	....do	9.50 a. m.	101	6	4	4	120										
8029	New Castle, Pa	8.40 p. m.	4	6	6	...	90	2	Homewood, Pa	6.05 p. m.	3	6	5	...	60	2	
8030	Harrisburg, Pa	4.05 p. m.	5	6	10	4	210	6	Mechanicsburgh, Pa	3.42 p. m.	6	6	5	2	150	2	[1] Covered by H. and M. R. P. O.
.....	....do	4.20 a. m.	9	6	10	10	650										
8031	Manheim, Pa	8.54 a. m.	1	6	5	...	50	2	Denver, Pa	5.09 p. m.	4	6	5	...	50	2	
									Columbia, Pa	1.10 p. m.	10	6	2	...	20		
8032	Columbia, Pa	10.20 a. m.	4	6	3	...	50	2	Wrightsville, Pa	5.30 p. m.	3	6	3	...	45	2	
	....do	8.20 p. m.	6	6	2	...	40		Hanover, Pa	7.11 p. m.	13	6	1	...	20		
	....do	7.08 a. m.	12	6	4	...	65										
8034	Huntingdon, Pa	6.05 a. m.	3	6	3	1	50	2	Everett, Pa	10.43 a. m.	4	6	3	1	30	2	
8035	Phillipsburgh, Pa	5.50 a. m.	3	6	3	1	80	2	Tyrone, Pa	7.50 a. m.	4	6	4	...	150	2	
8038	Lock Haven, Pa	4.45 a. m.	51	6	1	...	15	2	....do	7.30 p. m.	52	6	2	...	35	2	
8039	Sharpsburgh, Pa	9.31 a. m.	1	6	2	...	25	2	Allegheny, Pa	3.45 p. m.	4	6	5	...	64	2	
8040	Washington, Pa	7.00 a. m.	8	6	5	...	42	2	Claysville, Pa	9.08 a. m.	43	6	4	2	80	2	
	....do	9.40 p. m.	6	6	1	...	10		Wheeling, W. Va	10.15 a. m.	1	7	1	...	10		
									....do	7.20 p. m.	9	6	1	...	8		
8041	Oil City, Pa	2.50 p. m.	2	6	15	1	225	3	Pittsburgh, Pa	2.40 p. m.	3	6	16	9	250	3	
	....do	2.35 a. m.	6	6	14	1	250		....do	7.40 p. m.	5	6	16	5	180		
8042	[1]								[1]								[1] No express mails.
8043	Meadville, Pa	2.45 p. m.	85	6	1	...	20	2	Franklin, Pa	8.43 a. m.	82	6	4	1	140	2	
	....do	6.40 a. m.	81	6	2	...	40		Oil City, Pa	4.40 p. m.	86	6	1	...	35		

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SECOND DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
8044	Erie to New Castle, Pa	Erie and Pittsburgh	99.24	6	543	16 0	16 0
8051	Greenville to Hilliard's, Pa	Greenville and Hilliard's	46.40	6	198	13 0	13 0
8053	Butler to Freeport, Pa	Butler and Freeport	22.14	12	198	10 6	10 6
8054	Reading, Pa., to Wilmington, Del	Reading and Wilmington	73.08	6	93	6 3	6 3
8055	Pittsburgh to Washington, Pa	Pittsburgh and Washington	23.49	12	525	30 0	30 0
8056	Emaus to Perkiomen Junction, Pa	Allentown and Pawling	37.60	6	111	14 0	14 0
8059	Tower City to Lebanon, Pa	Tower City and Lebanon	43.40	6	[1]183	9 0	9 0
8060	Towanda to Bernice, Pa	Towanda and Bernice	24.15	6	139	6 0	6 0
8064	Jefferson Junction to Carbondale, Pa	Nineveh and Carbondale	39.14	6	[2]136	9 0	9 0
8065	Corning, N. Y., to Wellsborough, Pa	Geneva and Wellsborough	[1]38.50	6	539	15 0	15 0
8067	Lewisburgh to Spring Mills, Pa	Montandon and Spring Mills	42.45	6	170	10 0	10 0
8070	Rockwood to Johnstown, Pa	Johnstown and Rockwood	45.37	6	95	13 6	13 6
8071	South Penn Junc. to Richmond Furnace, Pa.	Richmond Furnace and Chambersburgh	19.38	6	110	9 9	9 9
8072	Mount Dallas Station to Cumberland, Pa	Huntingdon and Cumberland	45.29	6	353	8 8	8 8
8073	Allentown to Harrisburg, Pa	Allentown and Harrisburg	89.51	6	867	14 10	14 10
	Allentown to Emaus, Pa	Allentown and Pawling		6		14 0	14 0
	Reading to Sinking Springs, Pa	Reading and Columbia		6		14 6	14 6
8076	Driftwood to Red Bank Furnace, Pa	Driftwood and Red Bank Furnace	110.45	6	218	14 4	14 4
8078	Montrose to Tunkhannock, Pa	Montrose and Tunkhannock	28.27	6	57	6 0	6 0
8081	Pittsburgh to West Brownsville, Pa	Pittsburgh and West Brownsville	54.62	6	322	15 0	15 0
8082	Valley Junction to Intersection, Pa	Emory Grove and Gettysburgh	7.20	12	263	34 0	34 0
8086	Foxburgh to Callery Junction, Pa	Foxburgh and Callery Junction	43.58	10⅔	330	18 0	18 0
8089	Slatington to Reading, Pa	Slatington and Reading	43.73	6	[2]125	8 0	8 0
8091	Larabee to Clermont, Pa	Larabee and Clermont	22.04	6	118	8 7	8 7
8092	York to Peach Bottom, Pa	York and Peach Bostom	40.07	6	222	8 9	8 9
8096	Stoneborough to New Castle, Pa	Buffalo and New Castle	35.66	6	[1]229	14 0	14 0
8102	Gettysburgh to Valley Junction, Pa	Emory Grove and Gettysburgh	[1]23.70	12	[3]474	34 0	34 0
8104	South West Junction to Fairchance, Pa	Pittsburgh and Fairchance	44.12	6	505	14 0	14 0
8108	Selin's Grove Junction to Lewistown Junction, Pa.	Sunbury and Lewistown	45	6	106	6 6	6 6
8112	Sheffield Junction to Foxburgh, Pa	Sheffield Junction and Foxburgh	64.30	6	[1]440	8 0	8 0
8124	Columbia, Pa., to Port Deposit, Md	Columbia and Perryville	39.62	6	47	9 6	9 6
8125	Allegheny to New Castle Junction, Pa	New Castle Junction and Pittsburgh	58.60	6	257	9 6	9 6
8132	Bradford to Kinzua Junction, Pa	Wellsville and Bradford	[1]10.21	6	221	8 0	8 0
8133	Kinzua Junction to Eldred, Pa	do	14 25	6	176	8 0	8 0
8145	Mercersburgh Junction to Mercersburgh, Pa.	Chambersburgh and Richmond Furnace	2.58	6	110	9 9	9 9
9501	Wilmington to Delmar, Del	Philadelphia and Crisfield	97.02	9	2,231	42 0	42 0
9502	Delmar, Del., to Crisfield, Md	Philadelphia and Crisfield	38.00	6	624	21 0	21 0
9503	Clayton, Del., to Easton, Md	Clayton and Easton	54.50	6	294	10 0	10 0
9504	Harrington to Lewes, Del	Harrington and Lewes	40.00	6	362	9 0	9 0
9505	Wilmington, Del., to Landenburgh, Pa	Wilmington and Landenburgh	20.55	6	65	7 6	7 6
9506	Georgetown to Selbyville, Del	Georgetown and Franklin City	20.77	6	212	10 0	10 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY R. C. JACKSON, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
	OUTWARD.								INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.	
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	
							Lbs.	*Ft.*							*Lbs.*	*Ft.*		
8044	Erie, Pa	4.20 p. m.	4	6	5	...	95	2	Greenville, Pa	8.36 p. m.	3	6	8	1	170	2		
8051	Greenville, Pa	7.08 a. m.	1	6	1	...	6	2	Mercer, Pa	7.45 p. m.	6	6	1	...	6	2		
8053	(1)								(1)								1 No express mails.	
8054	(1)								Coatesville, Pa	2.32 p. m.	7	6	1	...	10	2	1 No express mails.	
8055	Pittsburgh, Pa	6.30 a. m.	13	6	2	4	40	2	Washington, Pa	8.15 a. m.	24	6	1	...	10	2		
	do	2.25 p. m.	21	6	3	5	80		do	5.20 p. m.	28	6	4	2	40			
8056	Collegeville, Pa	4.45 p. m.	16	6	2	...	20	2	Perkiomen Junc., Pa	6.25 p. m.	9	6	5	...	60	2		
8059	Jonestown, Pa	8.10 a. m.	3	6	5	...	60	2	Lebanon, Pa	7.10 a. m.	12	6	2	...	20	2	1 Weight at Lebanon.	
	Pine Grove, Pa	1.30 p. m.	7	6	1	...	12		Pine Grove, Pa	6.00 p. m.	4	6	1	...	10			
									Lebanon, Pa	7.25 p. m.	6	6	1	...	10			
8060	Towanda, Pa	7.30 a. m.	15	6	3	...	100	2	Bernice, Pa	2.30 p. m.	16	6	3	...	65	2		
8064	(1)								(1)								1 No express mails. 2 Weight at Carbondale.	
8065	Corning, N. Y	6.05 p. m.	3	6	2	...	13	2	Lawrenceville, Pa	7.29 a. m.	4	6	2	...	13	2	1 13.90 miles covered by closed pouches.	
	Stokesdale, Pa	8.25 a. m.	13	6	1	...	10											
8067	Lewisburgh, Pa	2.00 p. m.	5	6	1	...	15	2	Mifflinsburgh, Pa	11.45 a. m.	6	6	1	...	10	2		
8070	Rockwood, Pa	6.35 p. m.	93	6	2	...	15	2	Somerset, Pa	2.40 p. m.	96	6	1	...	10	2		
	do	12.45 p. m.	97	6	1	...	40		Johnstown, Pa	5.20 a. m.	92	6	2	...	25			
	do	4.00 p. m.	99	6	1	...	30											
8071	Chambersburgh, Pa	9.30 a. m.	43	6	2	...	45	2	Mercersburgh, Pa	2.10 p. m.	44	6	2	...	15	2		
8072	Bedford, Pa	8.25 p. m.	5	6	2	1	50	2	Cumberland, Pa	8.45 a. m.	2	6	2	...	12	2		
8073	Allentown, Pa	6.00 a. m.	18	6	1	...	12		Harrisburg, Pa	5.20 a. m.	1	6	12	30	1,380			
.....	do	12.15 p. m.	4	6	8	1	160		do	4.00 p. m.	9	7	6	10	370			
.....	do	4.30 p. m.	6	6	5	3	100	4	Reading, Pa	3.50 p. m.	7	6	7	...	100	9		
.....	do	9.05 p. m.	8	6	9	5	300		Harrisburg, Pa	7.00 a. m.	101	1	1	...	10			
.....	do	9.05 a. m.	108	1	5	1	62		do	4.00 p. m.	109	1	1	...	15			
8076	Lawsonham, Pa	10.31 a. m.	8	6	8	...	125	2	Red Bank Furnace, Pa.	5.50 p. m.	7	6	5	...	100	2		
	Driftwood, Pa	8.00 a. m.	10	6	1	...	25		Dubois, Pa	7.20 a. m.	9	6	2	...	15			
8078	Montrose, Pa	5.40 p. m.	X	6	1	...	10	2	Tunkhannock, Pa	7.05 a. m.	X	6	1	...	30	2		
8081	Pittsburgh, Pa	11.00 a. m.	6	6	4	...	40	2	W. Brownsville, Pa	6.23 a. m.	3	6	7	...	75	2		
	do	4.25 p. m.	10	6	8	...	100		do	5.00 p. m.	11	6	2	...	20			
8082	(1)								(1)								1 No express mails.	
8086	(1)								(1)								1 No express mails.	
8089	(1)								(1)								1 No express mails. 2 Weight at Reading.	
8091	Larabee, Pa	5.55 p. m.	24	6	1	...	29	2	Smethport, Pa	8.03 a. m.	21	6	1	...	10	2		
8092	(1)								(1)								1 No express mails.	
8096	Wilmington Junction, Pa.	10.08 a. m.	7	6	2	...	25	2	New Castle, Pa	3.35 p. m.	4	6	2	...	25	2	1 Weight at New Castle.	
	Stoneborough, Pa	3.35 a. m.	9	6	1	...	10		do	10.15 p. m.	10	6	1	...	10			
8102	(2)								(2)								1 6.16 miles covered by closed pouches. 2 No express mails. 3 Weight at Valley Junction.	
8104	Greensburgh, Pa	2.35 p. m.	2	6	2	...	35	2	Uniontown, Pa	5.20 p. m.	1	6	1	...	15	2		
8108	(1)								(1)								1 No express mails.	
8112	Foxburgh, Pa	1.10 p. m.	5	6	2	...	25	2	St. Petersburgh, Pa	9.27 a. m.	2	6	2	...	20	2	1 Weight at Foxburgh.	
	do	7.00 p. m.	7	6	2	...	35		do	5.40 p. m.	8	6	1	1	60			
	do	10.45 a. m.	3	6	1	...	25											
8124	(1)								(1)								1 No express mails.	
8125	Allegheny, Pa	3.20 p. m.	12	6	1	...	10	2	Clarion Junc., Pa	9.33 a. m.	5	6	1	...	40	2		
	do	4.35 p. m	14	6	1	...	25		do	6.50 p. m.	15	6	1	...	15			
8132	Bradford, Pa	8.00 a. m.	1	6	5	...	35	2	Kinzua Junc., Pa	5.20 p. m.	6	6	4	...	35	2	1 15.84 miles covered by closed pouches.	
8133	Kinzua Junc., Pa	8.40 a. m.	1	6	2	...	25	2	Eldred, Pa	4.24 p. m.	6	6	2	...	20	2		
8145	Mercersburgh Junction, Pa.	11.01 a. m.	43	6	2	1	45	2	Mercersburgh, Pa	2.10 p. m.	44	6	2	...	15	2		
9501	Wilmington, Del	1.05 p. m.	9	6	2	...	35	2	New Castle, Del	6.34 p. m.	12	6	2	...	65	2		
	Dover, Del	8.21 p. m.	13	6	3	...	35		Harrington, Del	6.25 a. m.	2	6	3	...	35			
									Wilmington, Del	10.15 a. m.	28	6	4	...	40			
9502	(1)								(1)								1 No express mails.	
9503	(1)								(1)								1 No express mails.	
9504	(1)								(1)								1 No express mails.	
9505	(1)								(1)								1 No express mails.	
9506	(1)								(1)								1 No express mails.	

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SECOND DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
10001	Philadelphia, Pa., to Baltimore, Md	New York and Washington	96.00	20	28,464	180 0	180 0
	do	Philadelphia and Baltimore	(1)	6		[2]20 0	20 0
	Philadelphia, Pa., to Wilmington, Del	Philadelphia and Crisfield	(1)	12		42 0	42 0
10002	Sunbury, Pa., to Baltimore, Md	Williamsport and Baltimore	137.80	6	4,753	40 0	40 0
	Harrisburg, Pa., to Baltimore, Md	Harrisburg and Baltimore	(1)	6		15 0	15 0
	Sunbury to Harrisburg, Pa	Lock Haven and Harrisburg	(1)	6		15 0	15 0
	Sunbury to Selin's Grove Junction, Pa	Sunbury and Lewistown	(1)	6		6 0	6 0
10008	Cambridge, Md., to Seaford, Del	Seaford and Cambridge	33.61	6	194	9 8	9 8
10009	Ocean City to Salisbury, Md	Berlin and Salisbury	30.68	6	119	9 0	9 0
10010	Townsend, Del., to Centreville, Md	Townsend and Centreville	35.19	6	102	10 0	10 0
10012	Clayton, Del., to Chestertown, Md	Clayton and Chestertown	32.73	6	387	8 3	8 3
10013	Bay View, Md., to Washington, D. C	New York and Washington	45.20	20	25,134	180 0	180 0
10016	Selbyville, Del., to Franklin City, Va	Georgetown and Franklin City	36.03	6	174	10 0	10 0
10020	Intersection, Pa., to Glyndon, Md	Emory's Grove and Gettysburgh	20.30	17	459	34 0	34 0
10023	Port Deposit to Perryville, Md	Columbia and Perryville	4.11	6	82	9 6	9 6

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, THIRD DIVISION,

8063	Pittsburgh, Pa., to Cumberland, Md	Pittsburgh and Cumberland	150.67	6	1,148	18 0	20 0
10003	Baltimore to Saint Denis, Md	Baltimore and Grafton	7.00	21	6,281	168 0	168 0
	Saint Denis to Washington Junction, Md		74.00			150 0	150 0
	Washington Junction, Md., to Harper's Ferry, W. Va.		12.25			168 0	168 0
	Harper's Ferry to Grafton, W. Va		101.75			150 0	150 0
	Grafton to Wheeling, W. Va	Grafton and Wheeling	99.25		5,287	17 0	17 0
10005	Weverton to Hagerstown, Md	Hagerstown and Weverton	24.27	12	205	9 0	10 0
10006	Baltimore to Hagerstown, Md	Baltimore and Williamsport	94.23	6	910	58 0	60 0
	Hagerstown to Williamsport, Md						
10007	Annapolis to Annapolis Junction, Md	Annapolis and Annapolis Junction	21.29	6	236	5 0	10 0
10011	Cumberland, Md., to Piedmont, W. Va	Cumberland and Piedmont	34.69	12	226	20 0	20 0
10013	Bay View Junc., Md., to Washington, D. C	Baltimore and Washington	(1)	6	(1)	14 0	15 0
10014	Bowie to Pope's Creek, Md	Bowie and Pope's Creek	49.15	6	396	9 0	10 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY R. C. JACKSON, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.

Number of route.	OUTWARD. Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	INWARD. Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
10001	Philadelphia, Pa...	3.55 a. m.	37	7	4	7	275		Baltimore, Md.....	9.30 a. m.	26	6	3	...	38		[1] Covered by New York and Washington R. P. O. [2] Clerk on this R. P. O. runs out in New York and Washington R. P. O., and returns in his own car.
		12.26 p. m.	35	6	10	2	305		....do	10.55 a. m.	30	6	6	...	110		
		4.02 p. m.	33	6	7	13	775		....do	2.15 p. m.	34	6	2	1	35		
		5.55 p. m.	31	6	10	14	871		...do	5.45 p. m.	66	7	13	7	364		
		10.00 p. m.	41	7	9	28	1,585	15	....do	7.20 p. m.	50	7	8	7	421		
		4.25 p. m.	25	6	2	2	80		....do	4.15 p. m.	42	1	1	...	8	8	
	Havre de Grace, Md	10.30 a. m.	65	6	6	...	75		Chester, Pa.....	9.24 a. m.	22	6	4	1	80		
	Wilmington, Del ..	12.27 p. m.	17	6	4	..	63		Wilmington, Del ..	10.20 a. m.	80	6	5	...	155		
	Edgewood, Md	7.45 p. m.	71	6	1	...	12		Sharon Hill, Pa ...	7.04 p. m.	56	6	1	...	10		
									Wilmington, Del ..	6.55 p. m.	76	6	14	...	150		
10002	Harrisburg, Pa	4.20 p. m.	8	7	8	15	650		Baltimore, Md.....	6.35 a. m.	141	6	2	...	30		[1] Covered by Williamsport and Baltimore R. P. O.
.....	Sunbury, Pa	8.20 p. m.	6	6	2	1	35		....do	10.50 a. m.	1	7	19	13	615		
.....	Harrisburg, Pa	4.35 a. m.	2	1	9	12	300	8	....do	11.25 a. m.	25	6	1	...	10	12	
.....	Mount Vernon, Pa.	10.12 a. m.	14	6	8	...	75		....do	4.35 p. m.	13	6	2	...	20		
.....	Harrisburg, Pa	2.30 p. m.	10	7	16	4	354		....do	5.35 p. m.	35	6	1	...	8		
.....	Hollins, Md	7.27 p. m.	148	6	2	...	17		....do	8.50 p. m.	7	6	5	62	1,704		
10008	([1])	.....	...	...	...	...	.....	....	([1])	.....	...	...	...	...	.....	....	[1] No express mails.
10009	([1])	.....	...	...	...	...	.....	....	([1])	.....	...	...	...	...	.....	....	[1] No express mails.
10010	([1])	.....	...	...	...	...	.....	....	([1])	.....	...	...	...	...	.....	....	[1] No express mails.
10012	Clayton, Del	5.15 p. m.	4	6	1	...	20	2	([1])	.....	...	...	...	...	.....	....	[1] No express mails.
10013	Bay View, Md.....	6.58 a. m.	37	7	12	50	2,500		Washington, D. C .	6.47 a. m.	14	6	2	1	50		
		7.51 a. m.	13	7	4	15	500		....do	8.07 a. m.	26	6	5	5	1,000		
		11.48 a. m.	65	6	1	...	8		....do	9.37 a. m.	30	7	9	19	800	25	
		3.01 p. m.	35	6	6	7	300	25	....do	4.27 p. m.	66	7	7	17	1,500		
		5.16 p. m.	77	7	6	5	250		....do	7.37 p. m.	86	7	1	50	3,000		
		5.26 p. m.	85	6	2	1	30										
		7.26 p. m.	33	7	7	21	350										
		9.11 p. m.	31	6	13	67	3,500										
10016	([1])	.....	...	...	...	...	.....	....	([1])	.....	...	...	...	...	.....	....	[1] No express mails.
10020	([1])	.....	...	...	...	...	.....	....	([1])	.....	...	...	...	..	.....	....	[1] No express mails.
10023	Perryville, Md.....	8.55 a. m.	25	6	3	1	85		Port Deposit, Md ..	8.00 a. m.	30	6	2	...	35	2	
		2.10 p. m.	31	6	1	...	20	2									
		5.55 p. m.	33	6	1	...	15										

RAILWAY MAIL SERVICE, BY C. W. VICKERY, SUPERINTENDENT.

8063	Pittsburgh, Pa	6.24 a. m.	5	6	4	...	95	2	Cumberland, Md...	1.10 a. m.	2	7	9	26	257	2	
		1.14 p. m.	7	6	1												
		4.00 p. m.	17	6	4												
		9.10 p. m.	3	7	10	5											
10003	Baltimore, Md.....	4.40 a. m.	40	7	1	...	4,218	10	Washington, D. C .	5.00 a. m.	41	6	6	8	2,796	15	
.....	.....	7.15 a. m.	10	6	3	2	.....	....	.....	6.40 a. m.	43	6	5				
.....	.....	9.00 a. m.	6	7	3	1	.....	....	.....	4.40 p. m.	57	6	1				
.....	.....	12.15 p. m.	50	6	3	1	.....	....	.....	5.30 p. m.	59	6	4	12			
.....	.....	4.00 p. m.	54	6	2	...	.....	....	.....	9.40 p. m.	1	7	4				
		9.00 p. m.	2	7	3	16	.....	....	Wheeling, W. Va..	2.15 a. m.	5	7	3	1	624	4	
	Washington, D. C..	4.45 p. m.	28	6	3	...	.....	....	.....	3.00 p. m.	37	1	1	1			
		5.45 p. m.	24	6	2												
		8.40 p. m.	12	7	5	25											
	Grafton, W. Va....	8.10 p. m.	6	7	9	5	865	6									
		4.00 a. m.	38	6	1												
10006	Baltimore, Md.....	3.55 p. m.	13	6	6	...	188	2	Hagerstown, Md...	7.45 a. m.	8	6	1	...	132	2	
.....	.....	4.05 p. m.	15	6	11												
10007	Annapolis, Md.....	12.05 p. m.	1	6	1	...	53	2	Annapolis Junc., Md	5.50 p. m.	6	6	1	...	.....	2	
		4.20 p. m.	5	6	5												
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mail.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	[1] Covered by N. Y. and Wash. R. P. O.

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, THIRD DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
10017	Saint Denis to Washington Junction, Md...	Baltimore and Staunton	81.13	6	518	18 0	20 0
11001	Washington, D. C., to Alexandria, Va	Washington and Richmond	(1)	----	9,524	150 0	150 0
	Alexandria to Richmond, Va			----	14,808		
11002	Alexandria to Lynchburgh, Va	Washington and Charlotte	167.71	----	9,655	98 0	100 0
11003	Manassas to Strasburgh, Va	Alexandria and Strasburgh	62.55	6	324	12 0	15 0
11004	Alexandria to Round Hill, Va	Alexandria and Round Hill	52.51	6	280	15 0	15 0
11005	Newport News, Va., to Huntington, W. Va..	Newport News and Ashland	510.18	7	*198 †1,379	21 0	20 0
11006	Richmond, Va., to Charlotte, N. C	Richmond and Danville	141.84	7	2,873	41 0	20 0
11007	West Point to Richmond, Va	West Point and Richmond	38.44	6	235	10 0	10 0
11008	Richmond to Petersburgh, Va	Richmond and Wilmington	23.39	14	7,199	100 0	100 0
11009	Petersburgh, Va., to Weldon, N. C	Richmond and Wilmington	65.31	14	6,176	100 0	100 0
11011	Norfolk to Petersburgh, Va	Norfolk and Lynchburgh	82.14	7	489	22 0	20 0
11012	Petersburgh to Lynchburgh, Va	do	123.79	7	422	22 0	20 0
11013	Lynchburgh, Va., to Bristol, Tenn	Lynchburgh and Bristol	204.48	7	1,215	41 0	40 0
11015	Portsmouth, Va., to Weldon, N. C	Norfolk and Raleigh	79.31	6	289	12 0	15 0
11016	Lynchburgh to North Danville, Va	Washington and Charlotte	66.34	14	3,665	98 0	100 0
11021	Hagerstown, Md., to Roanoke, Va	Baltimore and Bristol	238.89	7	1,321	39 0	40 0
11022	Elba to Rocky Mount, Va	Elba and Rocky Mount	38.40	6	93	5 0	10 0
11023	Richmond to Lynchburgh, Va	Richmond, Lynchburgh and Clifton Forge	147.50	6	277	16 0	15 0
11026	Norfolk, Va., to Edenton, N. C	Norfolk and Edenton	95.25	6	393	12 0	12 0
11027	Lynchburgh to Clifton Forge, Va	Richmond, Lynchburgh and Clifton Forge	87.47	6	202	16 0	15 0
11102	Fredericksburgh to Orange Court-House, Va.	Fredericksburgh and Orange Court-House	38.68	6	96	7 0	10 0
12001	Harper's Ferry, W. Va., to Staunton, Va	Harper's Ferry and Staunton	129.51	6	----------	18 0	20 0
12004	Grafton to Parkersburgh, W. Va	Grafton and Parkersburgh	104.52	6	11,487	20 0	20 0
12006	Clarksburgh to Weston, W. Va	Clarksburgh and Weston	26.26	6	397	10 0	10 0
13001	Weldon to Raleigh, N. C	Norfolk and Raleigh	97.63	6	317	12 0	15 0
13002	Weldon to Wilmington, N. C	Richmond and Wilmington	162.07	14	4,593	100 0	100
13003	Wilmington to Charlotte, N. C	Wilmington and Charlotte	188.40	6	187	13 0	15 0
13004	Goldsborough to Greensborough, N. C	Goldsborough and Greensborough	130.23	7	423	20 0	20 0
13005	Smithfield to Morehead City, N. C	Goldsborough and Moorehead City	96.19	7	‡17 §46	10 0	12 0
13006	Salisbury to Warm Springs, N. C	Salisbury and Warm Springs	181.21	7	1,156	19 0	20 0
13008	Charlotte to Shelby, N. C	Charlotte and Shelby	55.42	6	261	14 0	15 0
13009	Statesville to Charlotte, N. C	Statesville and Charlotte	49.14	6	171	6 0	10 0
13010	Raleigh to Hamlet, N. C	Raleigh and Hamlet	97.55	6	393	10 0	15 0
13011	Gulf to Fayetteville, N. C	Gulf and Fayetteville	47.10	6	62	10 0	10 0
13012	Greensborough to Winston, N. C	Greensborough and Winston	28.76	13	233	19 0	20 0

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, FOURTH DIVISION,

13007	Charlotte, N. C., to Augusta, Ga	Charlotte and Augusta	197.53	7	984	20 0	25 0
14001	Columbia to Belton, S. C	Columbia and Walhalla	143.84	6	379	18 0	20 0
	Columbia to Alston, S. C[1]	Hendersonville and Columbia[1]		..	----------	--------	--------
	Greenville to Belton, S. C	Greenville and Belton		6	203	7 0	15 0
14002	Columbia to Florence, S. C	Florence and Columbia	193.00	7	550	25 0	20 0
	Florence, S. C., to Wilmington, N. C	Wilmington and Charleston	----------	14	1,185	40 0	50 0
14003	Columbia to Charleston, S. C	Columbia and Charleston	131.02	7	428	18 0	18 0
	Branchville to Charleston, S. C.[1]	Charleston and Augusta	(1)	----	----------	--------	--------
14004	Charleston, S. C., to Savannah, Ga	Charleston and Jacksonville	115.00	14	2,532	40 0	50 0
14005	Charleston to Florence, S. C	Wilmington and Charleston	102.00	14	3,540	40 0	50 0

*Newport News. †Richmond. ‡Smithfield. §Goldsborough.

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY C. W. VICKERY, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																	
	OUTWARD.								INWARD.								
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
10017	Baltimore, Md.	1.30 p. m.	16	6	1	1	250	2	Harper's F'ry, W. Va	7.15 a. m.	19	6	4	...	227	2	
		4.20 p. m.	20	6	8												
11001	Washington, D. C	9.20 a. m.	108	6	1	...	.....	2	Alexandria, Va	.....	105	6	4	...	.....	2	[1] Covered by W. and C. R. P. O.
		4.20 p. m.	122	...	3												
																	No express mail.
																	Do.
11004	Alexandria, Va	4.32 p. m.	3	6	3	...	23	2	Leesburgh, Va	8.22 a. m.	2	6	1	...	.....	2	
11005	Charlottesville, Va.	9.15 p. m.	3	1	12	19	324	3	Charlottesville, Va.	12.00 p. m.	4	1	2	3	348	3	
		3.25 a. m.	5	6	14	20	.....	.....		3.25 a. m.	2	6	7	12	.....	.....	
11006	Richmond, Va	1.20 a. m.	52	7	8	7	131	2	Keysville, Va	3.45 a. m.	53	7	2	...	72	2	
		4.05 p. m.	44	7	5	1											
11007	....do	4.30 a. m.	19	6	1	...	33	2									No express mail inward
11008	....do	7.00 a. m.	6	6	1	...	251	2	Petersburgh, Va	7.32 a. m.	25	6	1	...	55	2	
		6.10 p. m.	26	6	1												
																	No express mail.
																	Do.
																	Do.
11013	Lynchburgh, Va	9.30 p. m.	1	7	8	2	.....	2	Roanoke, Va	6.12 a. m.	2	7	9	...	.....	2	
11015	Weldon, N. C	1.30 a. m.	4	6	4	5	.....	2	Raleigh, N. C	7.00 p. m.	...	6	2	..	.....	2	
																	No express mail.
11021	Shenandoah Junction, W. Va.	7.54 a. m.	3	7	2	...	.....	2									No express mail inward.
																	No express mail.
11023	Richmond, Va	5.30 a. m.	7	3	1	...	.....	2									No express mail inward.
																	No express mail.
																	Do.
																	Do.
12001	Harper's F'ry, W. Va	8.00 p. m.	220	6	1	...	.....	2	Harrisonburgh, Va.	4.55 p. m.	217	6	1	..	.....	2	
12004	Grafton, W. Va	11.35 a. m.	104	7	1	1	2,261	12							1,697	10	Since last weighing an additional R. P. O. was placed on this route; no express mail inward.
																	No express mail.
																	Do.
																	Do.
																	Do.
																	Do.
																	Do.
																	Do.
																	Do.
																	Do.
																	Do.
																	Do.
																	Do.
																	Do.
																	Do.

RAILWAY MAIL SERVICE, BY L. M. TERRELL, SUPERINTENDENT.

																	No express pouches.
																	Do.
																	[1] 25 miles covered by Columbia and Walhalla R. P. O.
14002									Columbia, S. C	6.15 a. m.	48	27	4	7	396	4	
																	No express pouches.
																	[1] 62 miles covered by Columbia and Charleston R. P. O.
14004	Yemassee, S. C	1.00 p. m.	3	18	3	...	54	2	Yemassee, S. C	1.00 p. m.	3	12	2	...	40	2	
																	No express pouches.

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, FOURTH DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight from initial point, per day at last weighing.	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
14006	Florence to Cheraw, S. C	Wadesborough and Florence	40.90	6	28	13 0	15 0
14007	Chester, S. C., to Lincolnton, N. C	Lincolnton and Chester	65.17	6	134	12 0	15 0
14008	Alston to Spartanburgh, S. C	Hendersonville and Columbia	68.50	6	101	16 0	20 0
14010	Port Royal, S. C., to Augusta, Ga	Augusta and Port Royal	110.74	7	228	10 0	15 0
14011	Spartanburgh, S. C., to Hendersonville N.C.	Hendersonville and Columbia	51.25	6	93	16 0	20 0
14014	Cheraw, S. C., to Wadesborough, N. C	Wadesborough and Florence	26.02	6	48	13 0	15 0
14015	Lanes to Sumter, S. C	Lanes and Sumter	40.00	6	80	24 0	15 0
14016	Belton to Walhalla, S. C	Columbia and Walhalla	43.53	6	122	18 0	20 0
14017	Branchville, S. C., to Augusta, Ga	Charleston and Augusta	75.40	6	678	18 0	18 0
15001	Atlanta, Ga., to Air Line J'c'tn (n. o.) N. C	Charlotte and Atlanta	269.33	14	4,692	49 0	50 0
15002	Atlanta, Ga., to Chattanooga, Tenn	Chattanooga and Atlanta	138.47	21	2,941	47 0	50 0
15003	Atlanta to West Point, Ga	Atlanta and Montgomery	86.60	14	3,760	49 0	50 0
15004	Augusta to Atlanta, Ga	Augusta and Atlanta	172.59	14	1,920	19 0	20 0
15005	Millen to Augusta, Ga	Augusta and Millen	53.57	6	.....	14 0	15 0
15007	Union Point to Athens, Ga	Athens and Union Point	40.95	6	106	10 0	15 0
15009	Savannah, Ga., to Jacksonville, Fla	Charleston and Jacksonville	172.75	14	3,279	40 0	50 0
15010	Savannah to Macon, Ga	Atlanta and Savannah	193.44	7	483	25 0	25 0
15011	Macon to Columbus, Ga	Macon and Opelika	100.47	6	265	12 0	15 0
15012	Atlanta to Macon, Ga	Atlanta and Macon	103.80	6	1,658	16 0	20 0
	Atlanta to Macon, Ga (1)	Atlanta and Savannah (1)	.....	.....	.....	.....	.....
15013	Rome to Brunswick, Ga	Rome and Macon	351.58	6	(1)	13 0	15 0
	..... do	Macon and Brunswick	.....	7	853	17 0	20 0
15014	Gordon to Eatonton, Ga	Eatonton and Gordon	38.57	6	51	26 0	15 0
15016	Macon, Ga., to Eufaula, Ala	Macon and Montgomery	143.99	7	831	22 0	25 0
15018	Way Cross to Albany, Ga	Way Cross and Chattahoochee	162.54	7	304	17 0	20 0
	Thomasville to Albany, Ga	Albany and Thomasville	.....	7	.....	12 0	15 0
15021	Camak to Macon, Ga	Camak and Macon	78.59	6	478	10 0	15 0
15022	Griffin to Carrollton, Ga	Griffin and Carrollton	60.12	6	49	9 0	15 0
15023	Brunswick to Albany, Ga	Brunswick and Albany	172.39	6	77	15 0	15 0
15024	Columbus to Hood, Ga	Hood and Columbus	32.70	7	57	25 0	15 0
15025	Athens to Belton, Ga	Tallulah and Athens	40.53	6	113	12 0	15 0
15026	Toccoa to Elberton, Ga	Toccoa and Elberton	50.42	6	127	11 0	15 0
15031	Thomasville to Bainbridge, Ga	Way Cross and Chattahoochee	37.00	7	80	17 0	20 0
15036	Du Pont, Ga., to Branford, Fla	Du Pont and Branford	72.45	6	(1)	17 0	15 0
15037	Augusta, Ga., to Greenwood, S. C	Greenwood and Augusta	68.30	6	62	12 0	15 0
15039	Smithville to Albany, Ga	Smithville and Blakely	24.07	6	102	11 0	15 0
15040	Albany to Blakely, Ga	..... do	50.06	6	102	11 0	15 0
15042	Atlanta, Ga., to Anniston, Ala	Atlanta and Anniston	104.06	6	(1)	15 0	20 0
15043	Tallulah to Blaine, Ga	Tallulah and Athens	21.25	6	(1)	12 0	15 0
15044	Climax, Ga., to Chattahoochee, Fla	Way Cross and Chattahoochee	30.40	7	(1)	17 0	20 0
16001	Fernandina to Cedar Keys, Fla	Fernandina and Cedar Keys	154.80	6	577	20 0	20 0
16002	Lake City to Chattahoochee, Fla	Jacksonville and Pensacola	155.87	7	689	12 0	20 0
16003	Pensacola, Fla., to Whiting, Ala	Whiting and Pensacola	45.29	6	108	12 0	15 0
16006	Jacksonville to Lake City, Fla	Jacksonville and Pensacola	60.32	7	686	12 0	20 0
16007	Sanford to Kissimmee, Fla	Sanford and Kissimmee	40.40	6	315	14 0	15 0
16011	Waldo to Wildwood, Fla.	Waldo and Wildwood	72.50	6	517	11 0	20 0
16015	River Junction (n. o.), to Pensacola, Fla	Jacksonville and Pensacola	163.00	7	(1)	12 0	20 0
17001	Montgomery, Ala., to West Point, Ga	Atlanta and Montgomery	88.00	14	3,540	49 0	50 0
17002	Montgomery to Selma, Ala	Montgomery and Selma	50.59	7	365	13 0	15 0
17003	Montgomery to Eufaula, Ala	Macon and Montgomery	80.73	7	313	22 0	25 0
17004	Montgomery to Decatur, Ala	Decatur and Montgomery	183.31	7	537	17 0	40 0
17006	Selma to Acron Junction (n. o.), Ala	Selma and Acron Junction	72.75	6	164	12 0	15 0
17007	Opelika, Ala., to Columbus, Ga	Macon and Opelika	29.62	6	472	12 0	15 0
17008	Columbus, Ga., to Troy, Ala	Columbus and Troy	85.69	7	272	12 0	15 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE BY L. M. TERRELL, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
	OUTWARD.								INWARD.									
Number of route.	Point of departure.	Time.		Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express pouches.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
15001	Lula, Ga	5.40 p. m.	52	12	2	2	120	2	Atlanta, Ga	2.40 p. m.	2	1	1	1	50	2	
15002	.....	.....	...	...	...	...	.....	....	....do	9.30 p. m.	4	27	4	18	546	4	
										2.40 p. m.	2	1	1	2	112	2	
15003	.....	.....	...	...	...	...	.....	....	....do	2.40 p. m.	2	3	3	...	42	2	
15004	Camak, Ga	1.18 a. m.	15	7	1	1	63	2	Augusta, Ga	9.00 p. m.	2	7	1	1	55	2	
										7.30 p. m.	18	7	1	1	62	2	
										6.00 p. m.	47	14	2	2	80	2	
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
15009	Way Cross, Ga.....	2.00 p. m.	2	1	1	1	65	2	Jesup, Ga	11.45 p. m.	4	15	4	5	325	4	
		10.00 p. m.	5	12	2	2	68	2	Savannah, Ga	7.30 p. m.	51	7	1	1	67	2	
	Jacksonville, Fla ..	7.30 p. m.	3	7	1	...	10	2									
15010	.....	.....	...	...	...	...	.....	....	Macon, Ga.....	8.25 p. m.	3	1	1	1	42	2	
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
15012	.....	.....	...	...	...	...	.....	....	Macon, Ga.....	7.55 p. m.	3	6	1	2	95	2	
.....	.....	.....	...	...	...	...	.....	....	.....	7.30 p. m.	4	12	2	3	162	2	[1] 103 miles covered by Atl'nta & M'c'n R.P.O.
										9.45 p. m.	101	12	2	...	52	2	
15013	Macon, Ga.....	7.30 p. m.	4	6	1	...	12	2	.....	.....	...	...	...	...	.....	....	[2] New service; never weighed.
.....	.....	7.00 p. m.	3	7	1	1	30	2									
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express pouches.
15016	.....	.....	...	...	...	...	.....	....	Macon, Ga.....	7.30 p. m.	4	7	2	2	75	2	
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	[1] Never weighed.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express pouches.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express pouches.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	[1] Never weighed.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express pouches.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	[1] Never weighed.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express pouches.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	[1] Never weighed.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express pouches.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
16015	Pensacola, Fla	10.15 a. m.	4	1	1	1	61	2	.....	.....	...	...	...	...	.....	....	[1] Never weighed.
17001	.....	.....	...	...	...	...	.....	....	Opelika, Ala.....	6.40 p.m.	4	7	1	2	66	2	
17002	.....	.....	...	...	...	...	.....	....	Montgomery, Ala ..	9.10 p.m.	4	7	2	1	60	2	
17003	.....	.....	...	...	...	...	.....	....	.....do	9.10 p.m.	4	7	2	2	99	2	
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express pouches.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, FOURTH DIVISION

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trip per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
17009	Selma, Ala., to Meridian, Miss	Selma and Meridian	114.15	7	357	17 0	20 0
	Lauderdale Station to Meridian, Miss.[1]	Chattanooga and Meridian[1]					
17010	Selma, Ala., to Cleveland, Tenn	Cleveland and Selma	264.55	7	828	15 0	25 0
17012	Mobile to Montgomery, Ala	Montgomery and New Orleans	179.67	14	2,445	49 0	50 0
17013	Mobile, Ala., to New Orleans, La	do	141.70	14	2,445	49 0	50 0
17015	Chattanooga, Tenn., to Meridian, Miss	Chattanooga and Meridian	295.54	7	698	45 0	25 0
	Wauhatchie to Chattanooga, Tenn.[2]	Nashville and Chattanooga[1]					
17016	Opelika to Good Water, Ala	Good Water and Opelika	60.34	6	319	18 0	15 0
17017	Selma to Pine Apple, Ala	Selma and Pine Apple	49.06	4	99	7 0	15 0
18001	Canton, Miss., to Cairo, Ill	Cairo and New Orleans	344.27	7	1,587	45 0	50 0
18002	Memphis, Tenn., to Grenada, Miss	Memphis and Grenada	102.34	7	289	12 0	15 0
18003	Vicksburgh to Meridian, Miss	Meridian and Vicksburg	140.74	7	358	45 0	25 0
18004	Mobile, Ala., to Cairo, Ill	Meridian and Mobile	495.89	7	308	21 0	21 0
		Corinth and Meridian		7	200	21 0	21 0
		Cairo and Corinth		7	200	21 0	21 0
18010	Natchez to Jackson, Miss	Jackson and Natchez	98.83	6	224	15 0	15 0
30001	New Orleans, La., to Canton, Miss	Cairo and New Orleans	206.43	7	1,654	45 0	50 0
30002	New Orleans to Cheneyville, La	New Orleans and Shreveport	172.30	7	763	17 0	20 0
30003	do	New Orleans and Alexandria	202.61	7	2,076	16 0	20 0
	New Orleans to Vermillionville, La.[3]	New Orleans and Houston[1]					
30008	Vicksburgh, Miss., to Monroe, La	Vicksburgh and Monroe	76.16	7	485	10 0	15 0
30010	Vermillionville, La., to Orange, Tex	New Orleans and Houston	113.15	7	1,025	22 0	25 0
30011	Shreveport to Cheneyville, La	New Orleans and Shreveport	157.25	7	317	17 0	20 0
	Cheneyville to Alexandria, La.[4]	New Orleans and Alexandria[1]					
31012	Houston to Orange, Tex	New Orleans and Houston	106.24	7	990	22 0	25 0

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, FIFTH DIVISION,

17005	Stevenson, Ala., to Memphis, Tenn	Chattanooga and Memphis	271.86	7	[5]1,348	16 0	20 0
19001	Lebanon to Nashville, Tenn	Lebanon and Nashville	31.12	3	292	12 4	
19002	Bristol to Chattanooga, Tenn	Bristol and Chattanooga	242.10	14	4,477	80 0	
19003	Rogersville to Bull's Gap, Tenn	Rogersville and Bull's Gap	16.40	6	([6])	6 0	
19004	Nashville to Chattanooga, Tenn	Nashville and Chattanooga	151.00	7	1,904	20 0	
	Stevenson, Ala., to Chattanooga, Tenn	Chattanooga and Memphis				16 0	20 0
19005	Decherd to Fayetteville, Tenn	Decherd and Fayetteville	40.37	6	229	6 6	
19006	Nashville, Tenn., to Decatur, Ala	Nashville and Decatur	122.33	7	1,650	14 0	80 0
19007	Nashville, Tenn., to Hickman, Ky	Nashville and Hickman	170.56	7	999	14 6	15 0
19008	Careyville to Knoxville, Tenn	Careyville and Knoxville	38.94	6	129	5 6	
19009	Morristown, Tenn., to Warm Springs, N. C	Morristown and Warm Springs	50.32	6	263	12 6	15 0
19010	Tracy City to Cowan, Tenn	Tracy City and Cowan	22.31	6	71	10 9	
19013	Rock Island to Tullahoma, Tenn	Rock Island and Tullahoma	48.62	6	([7])	10 6	
19014	Knoxville to Maryville, Tenn	Knoxville and Maryville	18.45	6	93	6 0	
19015	Columbia to Fayetteville, Tenn	Columbia and Fayetteville	48.55	6	281	5 6	
19018	Cranberry Forge, N. C., to Johnson City, Tenn	Cranberry Forge and Johnson City	33.75	6	202	10 8	
20002	Covington to Lexington, Ky	Cincinnati and Lexington	99.75	6	1,655	12 6	20 0
	Paris to Covington, Ky	Maysville, Paris and Cincinnati				12 6	15 0
20003	Lexington to La Grange, Ky	Lexington and Louisville	62.25	6	958	10 0	

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY L. M. TERRELL, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
	OUTWARD.								INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express pouches.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	[1]18.30 miles covered by Selma and Meridian R. P. O.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express pouches.
17012	Montgomery, Ala..	9.10 p. m.	4	7	3	3	150	3	Whiting, Ala	2.30 a. m.	3	7	2	2	100	2	
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	[1]5 miles covered by Chattanooga and Meridian R. P. O.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express pouches.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
18001	.....	.....	...	...	...	...	.....	....	Milan, Tenn.....	10.00 a. m.	1	35	5	15	850	6	
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
18003	Jackson, Miss.....	10.35 p. m.	1	7	1	1	42	2									
18010	Jackson, Miss	10.35 p. m.	1	7	1	1	54	2									
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	[1]142.61 miles covered by New Orleans and Alexandria R. P. O.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express pouches.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	[1]25.29 miles covered by New Orleans and Shreveport R. P. O.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express pouches.

RAILWAY MAIL SERVICE, BY C. JAY FRENCH, SUPERINTENDENT.

17005	Grand Junc., Tenn.	9.20 a. m.	1	7	42	56	134	....	Memphis, Tenn	10.45 p. m.	2	7	49	84	290	....	[1]Taken from P. M. G.'s report for 1880.
.....	White, Tenn.....	7.47 p. m.	5	6	54	0	66	....	.....	4.30 p. m.	6	6	54	0	90		
19001	Lebanon, Tenn	3.00 p. m.	4	6	6	0	20	....	Nashville, Tenn ...	8.05 p. m.	3	6	6	6	70		
.....	.....	.....	...	...	...	...	....	....	.....	.....	...	...	...	...	.....	....	No express mails.
.....	.....	.....	...	...	..	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails; [6]no record in P. M. G.'s report.
19004	Nashville, Tenn....	4 15 a. m.	5	6	42	6	170	....	Chattanooga, Tenn.	5.30 a. m.	6	7	7	0	.....	....	
.....	.....	8.15 p. m.	3	7	42	35	265	....	.....	8.10 p. m.	4	7	14	7	315		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
19006	Nashville, Tenn....	8.05 p. m.	1	7	65	0	230	....	Columbia, Tenn ...	6.30 a. m.	4	6	12	0	27		
19007	Nashville, Tenn....	7.00 p. m.	3	7	21	0	50	....	Dickson, Tenn.....	7.15 a. m.	4	7	14	0	38		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails; [7]no record in P. M. G.'s report.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	R. P. O. established May 21, 1883; no express mails.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
20002	Covington, Ky	10.07 p. m.	16	6	25	20	151	....	Lexington, Ky.....	7.40 a. m.	1	6	24	24	119		
.....	.....	.....	...	...	..	...	.....	....	.....	2.25 p. m.	3	6	24	36	175		
20003	Lexington, Ky	7.10 a. m.	17	6	24	0	71	....	Frankfort, Ky	5.15 p. m.	20	7	21	0	60		
		3.00 p. m.	19	7	2	0	44	....	.....	.....	...	...	...	...	.....		

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, FIFTH DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing,	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
20004	Cincinnati, Ohio, to Louisville, Ky	Cincinnati and Louisville	110.00	7	15,269	10 0	
	La Grange to Louisville, Ky	Lexington and Louisville		6		10 0	15 0
	Cincinnati, Ohio, to Louisville, Ky	Cincinnati and Nashville		14		90 0	
	Anchorage to Louisville, Ky	Louisville and Bloomfield		6		8 0	
20005	Louisville, Ky., to Nashville, Tenn	Louisville and Nashville	185.23	7	12,518	14 0	
	Louisville, Ky., to Nashville, Tenn	Cincinnati and Nashville		14		90 0	
20007	Lebanon Junction to Williamsburgh, Ky	Louisville and Williamsburgh	161.43	6	565	14 0	20 0
20008	Bowling Green, Ky., to Memphis, Tenn	Bowling Green and Memphis	263.20	7	6,481	40 0 45 0	
20009	Louisville to Paducah, Ky	Louisville and Paducah	392.36	7		14 4	20 0
20009	Paducah, Ky., to Memphis, Tenn	Paducah and Memphis			1,466	14 4	15 0
20012	Anchorage to Shelbyville, Ky	Louisville and Bloomfield	19.19	6	219	8 0	
20013	Greenup to Willard, Ky	Greenup and Willard	34.76	6	121	10 0	
20014	Owensborough to Ricedale, Ky	Owensborough and Ricedale	43.59	6	466	10 0	
20015	Maysville to Paris, Ky	Maysville, Paris and Cincinnati	50.73	6	517	12 6	15 0
20016	Mount Sterling to Lexington, Ky	Huntington and Lexington	34.19	6	524	20 0	
20017	Cincinnati Junction to Louisville and Nashville Junction, Ky.	Cincinnati and Nashville	4.00	14	11,324	90 0	
20020	Cincinnati, Ohio, to Chattanooga, Tenn	Cincinnati and Chattanooga	337.50	7	2,476	24 0	64 0
20025	Henderson, Ky., to Nashville, Tenn	Evansville and Nashville	145.92	6	801	15 0	
20026	Shelbyville to Bloomfield, Ky	Louisville and Bloomfield	25.97	6	260	8 0	
20027	Ashland to Peach Orchard, Ky	Ashland and Peach Orchard	43.39	6	212	10 0	
20029	Geigersville to Mount Sterling, Ky	Huntington and Lexington	76.50	6	1,417	20 0	
20030	Richmond to Richmond Junction, Ky	Richmond and Stanford	34.48	6	123	10 0	
21001	Bellaire to Newark, Ohio	Grafton and Chicago	106.03	7	7,247	50 0	
	Bellaire to Newark, Ohio	Sandusky, Newark and Wheeling		7		20 0	
21002	Pittsburgh, Pa., to Chicago, Ill	Pittsburgh and Chicago	468.20	7	22,405	50 0	60 0
	Pittsburgh, Pa., to Crestline, Ohio	Pittsburgh and Crestline		6		20 0	
	Crestline, Ohio, to Chicago, Ill	Crestline and Chicago		6		22 0	
21003	Pittsburgh, Pa., to Bellaire, Ohio	Pittsburgh and Bellaire	94.68	6	1,658	20 0	
	Pittsburgh, Pa., to Wellsville, Ohio	Cleveland and Pittsburgh		18		60 0	
21004	Hudson to Columbus, Ohio	Cleveland, Hudson and Columbus	146.63	6	849	14 0	15 0
21005	Cleveland, Ohio, to Sharpsville, Pa	Cleveland and Sharpsville	84.50	6	1,499	18 0	20 0
	Cleveland to Youngstown, Ohio	Cleveland, Youngstown and Pittsburgh		7		18 0	20 0
	Cleveland to Niles, Ohio	Cleveland and New Lisbon				6 6	
21006	Cleveland to Wellsville, Ohio	Cleveland and Pittsburgh	101.90	18	3,592	60 0	
21008	Bayard to New Philadelphia, Ohio	Bayard and New Philadelphia	32.39	6	415	14 6	
	Zoar Station to Canal Dover, Ohio	Toledo and Marietta		6		15 6	
21009	Cleveland to Sherodsville, Ohio	Cleveland and Sherodsville	108.14	6	694	11 6	
21010	Sandusky to Newark, Ohio	Sandusky, Newark and Wheeling	116.88	7	953	20 0	
	Chicago to Newark, Ohio	Grafton and Chicago	88.-8	6		50 0	
21011	Xenia to Dayton, Ohio	Xenia and Richmond	16.89	6	675	11 0	
21012	Sandusky to Springfield, Ohio	Sandusky and Cincinnati	131.35	6	757	15 0	
21013	Delaware to Columbus, Ohio	Delaware and Columbus	25.70	6	1,675	10 5	
21014	Columbus to Cincinnati, Ohio	Columbus and Cincinnati	120.16	12	16,975	40 0	
	....do	Pittsburgh and Cincinnati		14		120 0	
	....do	Cincinnati and Georgetown					
	Morrow to Cincinnati, Ohio	Dresden and Cincinnati				14 0	
21015	Columbus, Ohio, to Indianapolis, Ind	Pittsburgh and Saint Louis	189.07	14	32,880	160 0	220
21016	Galion, Ohio, to Indianapolis, Ind	Cleveland and Indianapolis	203.96	7	5,378	40 0	

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY C. JAY FRENCH, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
	OUTWARD.								INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
20004	Cincinnati, Ohio...	2.53 p. m.	5	6	30	6	84	....	Louisville, Ky.....	2.30 p. m.	22	6	18	0	50	....	One direction only.
										5.00 p. m.	24	6	24	0	83		
20005	Louisville, Ky.....	4.25 p. m.	29	6	48	48	120	....	Lebanon Junc., Ky.	5.55 a. m.	26	7	13	0	18		
.....	.....	7.50 p. m.	25	7	27	7	80	....	Bardstown J'n, Ky.	7.15 a. m.	30	6	42	0	65		
20007	Lebanon Junc., Ky.	3.30 p. m.	25	6	12	0	25	....	Lebanon, Ky	10.00 a. m.	26	6	12	0	20		
20008	Brownsville, Tenn.	2.45 a. m.	1	7	69	56	350	....	Memphis, Tenn	11.00 p. m.	4	7	68	49	250	....	The Department pays for 45-foot cars, Bowling Green to Milan, and 40-foot Milan to Memphis.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
20009	Rives, Tenn	10.15 p. m.	1	7	21	0	32	....	Memphis, Tenn	2.30 a. m.	2	7	28	7	53		
20012	Anchorage, Ky	5.15 p. m.	34	6	18	0	62	....	Shelbyville, Ky ...	7.15 a. m.	33	6	18	0	31		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
20015	Maysville, Ky	1.00 p. m.	28	6	12	0	42	....	Paris, Ky.....	6.50 a. m.	25	6	12	0	50		
20016	Mount Sterling, Ky.	5.45 a. m.	11	6	12	0	30	....	Lexington, Ky	6.45 p. m.	4	6	18	0	28		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
20020	Cincinnati, Ohio...	7.22 a. m.	17	1	6	6	160	....	Lexington, Ky	4.10 a. m.	4	7	14	0	36		
		4.07 p. m.	3	6	36	6	105	....	.....	4.20 a. m.	6	6	18	9	167		
		8.47 p. m.	5	7	63	56	813	....	.....	.....	...	...	...	...	.....		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
20026	Shelbyville, Ky....	6.00 p. m.	34	6	12	0	42	....	Taylorsville	6.24 a. m.	33	6	12	0	21		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
20029	Geigersville, Ky...	10.32 p. m.	3	6	12	0	40	....	Mount Sterling, Ky.	8.04 p. m.	4	6	54	1	105		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
21001	Zanesville, Ohio...	2.56 a. m.	6	6	30	0	60	....	Newark, Ohio	5.30 a. m.	6	6	6	0	8	....	R. P. O. cars do not run between Newark and Columbus, 33 miles.
21002	Pittsburgh, Pa	3.30 p. m.	5	7	21	14	88	....	Chicago, Ill	5.00 p. m.	2	7	77	0	485	....	Department pay for 40-foot car.
		11.00 p. m.	1	6	42	37	233	....	.....	5.40 p. m.	6	7	41	102	460		
21003	Pittsburgh. Pa	3.40 p. m.	39	6	18	0	35	....	Bellaire, Ohio	5.50 a. m.	38	6	24	0	40		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Service 3 times daily.
21004	Centreburgh, Ohio.	7.50 a. m.	6	6	6	0	5	....	Columbus, Ohio....	5.00 p. m.	5	6	30	0	41		
21005	Cleveland, Ohio ...	4.05 p. m.	2	6	42	0	145	....	Warren, Ohio.....	8.40 a. m.	7	6	12	0	32		
21006	Cleveland, Ohio ...	3.30 p. m.	6	6	6	0	12	....	Hudson, Ohio.....	9.00 a. m.	5	6	12	0	31	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
21010	Sandusky, Ohio ...	5.15 p. m.	5	6	18	0	45	....	Chicago, Ohio.....	7.45 a. m.	6	6	6	0	18		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
21012	Sandusky, Ohio ...	7.00 p. m.	1	7	21	0	35	....	Kenton, Ohio	4.52 a. m.	2	6	12	0	15		
										9.32 a. m.	6	6	6	0	10		
21013	Delaware, Ohio ...	5.35 p. m.	17	6	6	0	12	....	Columbus, Ohio ...	12.00 p. m.	4	7	7	0	12		
		12.10 p. m.	1	[1]1	1	0	6	....	.....	2.35 a. m.	2	7	7	0	12	....	[1]Sundays only.
		12.10 a. m.	5	1	1	0	6	....	.....	.....	...	...	...	...	.....		
21014	Cincinnati, Ohio...	7.00 a. m.	14	6	72	12	374	....	Columbia, Ohio....	9.40 a. m.	9	6	12	0	18		
		2.00 p. m.	12	6	6	0	18	....	.....	2.26 p. m.	11	6	6	0	6		
		3.50 p. m.	20	6	6	0	8	....	.....	8.56 a. m.	19	6	6	0	7		
		4.30 p. m.	8	6	12	0	34	....	.....	1.10 p. m.	21	6	6	0	10		
										4.25 p. m.	23	6	60	0	98		
21015	Richmond, Ind	3.00 p. m.	11	6	6	0	15	....	Indianapolis, Ind..	11.10 p. m.	12	6	12	0	40		
21016	Anderson, Ind	5.38 a. m.	5	7	41	20	64	....	....do	10.10 a. m.	6	6	48	12	118		
		9.35 a. m.	7	6	6	0	8	....	.....	7.00 p. m.	2	7	34	14	104		
		9.58 p. m.	5	6	36	18	79	....	.....	.....	...	...	...	...	.....		

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, FIFTH DIVISION,

RAILWAY POST-OFFICES.

Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight from initial point, per day at last weighing.	LINEAR CAR SPACE.	
						Present.	Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
21018	Hamden Junction to Portsmouth, Ohio	Hamden and Portsmouth	56.00	6	719	13 0	
21019	Toledo, Ohio, to La Fayette, Ind	Toledo and La Fayette	203.10	13	6,975	[1]50 0	
						[1]20 0	
21020	Sandusky, Ohio, to Muncie, Ind	Sandusky and Muncie	381.89	6	467	14 0	
	Muncie, Ind., to Bloomington, Ill	Muncie and Bloomington				12 0	
21022	Union City, Ind., to Dayton, Ohio	Union City and Dayton	47.48	6	561	11 0	
21023	Toledo to Dayton, Ohio	Toledo and Cincinnati	142.95	6	2,233	40 0	
21024	Hamilton, Ohio, to Indianapolis, Ind	Cincinnati, Hamilton and Indianapolis	100.68	6	568	10 4	
21025	Richmond, Ind., to Hamilton, Ohio	Chicago, Richmond and Cincinnati	46.04	6	943	12 0	
	Richmond, Ind., to Cincinnati, Ohio	Kalamazoo and Cincinnati		6		13 0	
21026	Dayton to Cincinnati, Ohio	Toledo and Cincinnati	60.41	13	1,984	40 0	
		Kalamazoo and Cincinnati		6		13 0	
		Chicago, Richmond and Cincinnati		6		12 0	
		Cincinnati, Hamilton and Indianapolis		6		10 4	
		Kent and Cincinnati		6		18 0	
21028	Parkersburgh, W. Va., to Cincinnati, Ohio	Parkersburgh and Cincinnati	195.15	6	12,216	15 0	
	....do	Grafton and Cincinnati		14		100 0	
21029	Dresden to Morrow, Ohio	Dresden and Cincinnati	148.73	6	678	14 0	
21030	Dayton, Ohio to Richmond, Ind	Xenia and Richmond	42.16	6	363	11 0	
21031	Hagerstown, Ind., to Harrison, Ohio	Fort Wayne and Cincinnati	63.16	6	468	12 0	
21032	Pittsburgh, Pa., to Columbus, Ohio	Pittsburgh and Saint Louis	193.86	14	48,638	160 0	220
	....do	Pittsburgh and Cincinnati		14		120 0	
21033	Columbus, Ohio to Indianapolis, Ind	Columbus, Springfield and Indianapolis	185.66	6	845	12 6	
21034	Salamanca, N. Y., to Kent, Ohio	Salamanca and Kent	389.31	7	1,189	30 0	
	Kent to Dayton, Ohio	Kent and Cincinnati		6		18 0	
21037	Niles to New Lisbon, Ohio	Cleveland and New Lisbon	34.08		248	6 6	
21035	Youngstown Ohio to Crosscut, Pa	Ashtabula and New Castle	18.82	6	353	20 0	
21036	Columbus to Athens, Ohio	Columbus and Athens	77.47	12	685	13 0	
21038	Newark to Shawnee, Ohio	Newark and Shawnee	43.69	6	267	20 0	
21040	Canal Dover to Marietta, Ohio	Toledo and Marietta	98.22	6	305	15 6	
21041	Grafton to Bridgeport, Ohio	Cleveland and Wheeling	158.43	6	900	19 0	
21042	Cleveland to Cincinnati, Ohio	Cleveland and Cincinnati	244.34	14	10,001	80 0	
	Cleveland to Galion, Ohio	Cleveland and Indianapolis		7		40 0	
	Springfield to Cincinnati, Ohio	Sandusky and Cincinnati		6		15 0	
	Cleveland to Grafton, Ohio	Cleveland and Wheeling		6		19 0	
21043	Toledo to Mansfield, Ohio	Toledo and Mansfield	87.98	6	467	20 0	
21044	Harbor to Youngstown, Ohio	Ashtabula and New Castle	63.95	6	397	20 0	
21046	Painesville to Youngstown, Ohio	Painesville and Youngstown	61.69	6	186	12 0	
21047	Chicago, Ohio, to Chicago, Ill	Grafton and Chicago	271.03	6	5,830	50 0	
21051	Columbus to Coal Grove, Ohio	Columbus and Ashland	132.00	12	3,405	24 0	
21052	Rarden to Cincinnati, Ohio	Rarden and Cincinnati	83.69	6	1,155	12 0	
	Richmond Junction to Cincinnati, Ohio	Cincinnati and New Richmond		6		14 0	
21053	Toledo to Columbus, Ohio	Toledo and Columbus	125.38	6	537	14 0	
21054	Dayton to Wellston, Ohio	Dayton and Wellston	117.34	6	386	10 5	
21055	Toledo to Bush's (n. o.), Ohio	Toledo and Bush	146.85	6	251	16 0	
21058	Springfield to Wellston, Ohio	Springfield and Wellston	118.89	6	865	14 0	
21060	Columbia to Hamersville, Ohio	Cincinnati and Georgetown	35.00	6	440	10 0	
21061	Toledo to Dodd's, Ohio	Toledo, Delphos and Cincinnati	192.55	6	216	12 0	
21063	Bellaire to Woodsfield, Ohio	Bellaire and Woodsfield	43.00	6	157	12 0	
21065	Delphos to Ohio, to Kokomo, Ind	Delphos and Saint Louis	108.32	6	300	9 0	

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY C. JAY FRENCH, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
	OUTWARD.								INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
21018	Hamden Junc.,Ohio	7.00 a. m.	51	6	6	0	15	....	Jackson, Ohio	3.30 p. m.	54	6	12	0	37		
21019	Toledo, Ohio	12.15 a. m.	5	14	84	0	159	....	Fort Wayne, Ind ..	7.20 p. m.	4	6	66	0	116	....	[1]R. P. O. cars.
.....	.....	.....	..	..	..	..	.....	....	.....	.....	..	..	..	..	.....	....	[1]Mail apartment cars.
21020	Fremont, Ohio.....	10.45 p. m.	3	6	...	6	6	....	.....	.....	...	...	...	...	.....	....	No inward dispatch.
21020	Muncie, Ind.....	4.00 p. m.	1	6	6	0	8	....	Bloomington, Ill...	2.30 a. m.	2	6	6	0	15		
21022	Union City, Ind ...	8.35 a. m.	4	6	6	0	11	....	Dayton, Ohio.....	6.10 p. m.	3	6	12	0	20		
21023	Toledo, Ohio.....	7.30 a. m.	17	6	6	0	9	....	....do	4.00 p. m.	16	6	6	0	6		
21024	Hamilton, Ohio....	3.45 p m.	16	6	6	0	5	....	Rushville, Ind.....	12.37 p. m.	17	6	6	0	10		
		8.05 p. m.	36	6	13	0	39										
21025	Richmond, Ind	10.20 p. m.	7	7	7	[1]0	11	....	Hamilton, Ohio....	8.40 p. m.	26	7	25	12	108	....	[1]5 tie sacks received weekly, 4 Tuesday and 1 Wednesday.
.....	.....	5.05 a. m.	5	7	13	0	25	....	.....	5.45 p. m.	18	6	18	0	53		
21026	Dayton, Ohio.....	7.15 a. m.	11	6	6	0	10	....	Cincinnati, Ohio ..	6.55 a. m.	2	6	30	0	129		
.....	.....	1 25 p. m.	17	6	6	0	10	....	.....	1.50 p. m.	16	6	54	0	121		
.....	.....	2.40 p. m.	51	6	1	0	10	....	.....	2.30 p. m.	14	6	30	0	74		
.....	.....	.....	...	..	...	...	.....	....	.....	4.45 p.m.	18	6	18	0	53		
										7.45 p. m.	26	7	19	2	101		
21028	Chillicothe	7.00 a. m.	8	6	12	0	15	....	Cincinnati, Ohio...	6.20 a. m.	1	6	6	0	13		
.....	.....	.....	...	...	...	...	.....	....	.....	3.10 p. m.	7	6	54	18	188		
										11.20 p. m.	9	6	46	26	164		
21029	Washington Court-House, Ohio.	6.57 a. m.	9	6	18	0	40	....	Morrow, Ohio	6.40 p.m.	8	6	24	[1]0	75	....	[1]Canvas sack, 75 lbs., sent from Morrow to Washington Court-House every Tuesday.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
21032	Pittsburgh, Pa	6.00 a. m.	13	6	18	30	85	....	Steubenville, Ohio.	2.10 p. m.	10	6	12	0	30		
.....	.....	2.00 p. m.	21	1	6	0	10	....									
21033	Springfield, Ohio ..	1.00 a. m.	2	6	30	3	205	....	Springfield, Ohio ..	5.25 p. m.	3	6	0	19	900		
		2.00 p. m.	10	6	6	2	90										
		6.20 p. m.	6	..	...	.10	400										
21034	Meadville, Pa	2.45 a. m.	1	6	18	0	80	....	Meadville, Pa	6.35 p. m.	22	6	6	0	35		
.....	.....	.....	...	...	...	...	.....	....	.....	4.00 a. m.	8	6	12	0	50		
										7.15 p. m.	4	7	7	0	35		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
21035	.....	.....	...	...	...	...	.....	....	Crosscut, Pa	6.35 p. m.	3	6	6	2	47	....	No outward dispatch.
21036	Columbus, Ohio ...	5.40 p. m.	5	6	12	0	18	....	Nelsonville, Ohio ..	8.09 p. m.	6	6	6	0	8		
21038	Newark, Ohio	2.30 p. m.	105	6	12	0	30	....	Somerset, Ohio	5.35 p. m.	106	6	12	0	16		
21040	Cambridge, Ohio ..	7.30 a. m.	7	6	6	0	10	....	Marietta, Ohio	2.00 p. m.	8	6	12	0	30		
21041	Grafton, Ohio	5.20 p. m.	3	6	36	0	155	....	New Philadelphia, Ohio.	9.17 p. m.	3	6	6	0	12		
21042	Cleveland, Ohio ...	4.30 p. m.	7	6	54	0	145	....	Cincinnati, Ohio...	12.30 p. m.	6	6	36	30	819		
.....	.....	1.30 p. m.	17	6	18	0	39	...	.....	6.10 p. m.	14	6	6	6	235		
21043	Toledo, Ohio	8.20 a. m.	4	6	18	0	32	....	Tiffin, Ohio.....	5.45 p. m.	7	6	6	0	10		
21044	.....	.....	...	...	...	...	.....	....	Youngstown, Ohio.	7.20 p. m.	3	6	6	0	14	....	Do.
.....	.....	.....	...	...	...	..	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
21047	Defiance, Ohio	10.05 p. m.	2	7	7	0	10	....	Chicago, Ill	5.10 p. m.	1	7	7	14	125		
										9.40 p. m.	3	7	41	7	106		
21051	Columbus, Ohio ...	12.30 a. m.	6	7	21	0	45	....	Portsmouth, Ohio..	8.40 p. m.	5	6	18	0	53		
		3.50 p. m.	8	1	4	0	60	....	.....	4.30 a. m.	7	[1]1	2	0	20	....	[1]Sundays only.
21052	Batavia, Ohio	7.26 a. m.	23	6	6	0	25	....	Cincinnati, Ohio...	8.40 p. m.	5	6	18	0	53		
.....	.....	.....	...	...	...	...	.....	....	.....	4.30 a. m.	7	[1]1	2	0	20	....	[1]Sundays only.
21053	Toledo, Ohio	6.05 p. m.	14	6	12	0	25	....	Columbus, Ohio ...	5.00 a. m.	3	6	18	0	40		
		5.00 a. m.	6	6	6	0	10	....	.....	4.25 p. m.	13	6	18	0	45		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	..	..	...	.....	....	No express mails.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	..	..	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
21060	Amelia, Ohio	9.13 a. m.	1	6	6	0	19	....	Hamersville, Ohio .	1.00 p. m.	6	6	21	0	80		
21061	Toledo, Ohio	6.30 p. m.	3	6	12	0	22	....	Lebanon, Ohio	4.40 p. m.	4	6	6	0	8		
21063	Bellaire, Ohio	7.10 a. m.	1	6	6	0	30	....	Woodsfield, Ohio ..	1.20 p. m.	2	6	6	0	15		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, FIFTH DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE.	
						Present.	Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
21067	Phalanx Station (n. o.) to Alliance, Ohio	Phalanx Sta ion and Alliance	25.17	6	106	7 9	
21068	Columbus to Corning, Ohio	Columbus and Corning	65.82	6	162	16 0	
	Bush's (n. o.) to Columbus, Ohio	Toledo and Bush		6		15 6	
21071	Valley Junction (n. o.) to Harrison, Ohio	Fort Wayne and Cincinnati	7.40	6	654	12 0	
21073	Cleveland to Mineral Point, Ohio	Cleveland and Mineral Point	74.58	6	682	12 6	
21074	Logan to Pomeroy, Ohio	Logan and Pomeroy	83.78	12	702	32 0	
21077	New Straitsville to Nelsonville, Ohio	Logan and Nelsonville	13.32	6	281	11 0	
21078	Dodd's to Cincinnati, Ohio	Toledo, Delphos and Cincinnati	36.20	6	652	12 0	
21080	Toledo to Zoar Station, Ohio	Toledo and Marietta	155.08	6	1,053	15 6	
21084	Logan to New Straitsville, Ohio	Logan and Nelsonville	26.68	6	141	11 0	
21085	New Richmond Junction (n. o.) to New Richmond, Ohio.	Cincinnati and New Richmond	14.66	6	101	14 0	
21090	Marion, Ohio, to Chicago Junction (n.o.), Ind.	Marion and Chicago	249.45	6		10 0	
22001	Indianapolis to Vincennes, Ind	Indianapolis and Vincennes	118.00	6	493	11 6	
22002	Indianapolis to Terre Haute, Ind	Indianapolis and Terre Haute	74.39	6	33,106	16 5	
	do	Pittsburgh and Saint Louis		14		160 0	220 0
		Indianapolis, Vandalia and Saint Louis		6		19 0	
22003	Indianapolis, Ind., to Cincinnati, Ohio	Chicago and Cincinnati	111.50	13	11,527	90 0	
	Valley Junction to Cincinnati, Ohio	Fort Wayne and Cincinnati		6		12 0	
22004	Michigan City to Indianapolis, Ind	Michigan City and Indianapolis	161.17	6	844	14 0	
22005	La Fayette to Indianapolis, Ind	Chicago and Cincinnati	64.90	13	14,041	90 0	
22006	Columbus to Madison, Ind	Indianapolis and Madison	45.90	6	450	13 0	
	do	Cambridge City and Madison		6		10 10	
22007	Indianapolis to New Albany, Ind	Indianapolis and Louisville	45.90	13	3,959	15 0	
	Indianapolis to Columbus, Ind	Indianapolis and Madison		6		13 0	
22008	Michigan City to Monon, Ind	Michigan City, Monon and Indianapolis.	68.03	6	3,226	14 0	
22008	Monon to Louisville Junction, Ind	Chicago and Louisville	229.70	6	3,226	14 0	
22009	Chicago, Ill., to Richmond, Indiana	Chicago, Richmond and Cincinnati	224.12	6	604	12 0	
22010	Cincinnati, Ohio, to East Saint Louis, Ill	Cincinnati and Saint Louis	338.60	14	5,676	100 0	
	Cincinnati, Ohio, to North Vernon, Ind	Cincinnati, North Vernon and Louisville.		6		17 9	
22011	Cambridge City to Columbus, Ind	Cambridge City and Madison	65.61	6	397	13 0	
22012	Terre Haute to Evansville, Ind	Terre Haute and Evansville	110.45	6	1,789	12 7	
	Fort Branch to Evansville, Ind	Evansville, Fort Branch and Mount Vernon.		6		5 8	
22013	Rockville to Terre Haute, Ind	Logansport and Terre Haute	23.96	6	267	14 8	
22015	Rushville to North Vernon, Ind	New Castle and North Vernon	45.50	6	304	12 0	
22016	Fairland to Martinsville, Ind	Fairland and Martinsville	38.35	6	300	11 0	
22017	Logansport, Ind., to Bradford, Ohio	Logansport and Columbus	114.60	6	324	11 8	
22018	Indianapolis, Ind., to Peoria, Ill	Indianapolis and Peoria	213.02	6	1,672	16 8	
22019	North Vernon, Ind., to Louisville, Ky	Cincinnati, North Vernon and Louisville.	53.73	6	613	17 8	
22020	Fort Wayne to Connersville, Ind	Fort Wayne and Cincinnati	109.89	6	562	12 0	
22021	Fort Wayne to Richmond, Ind	Kalamazoo and Cincinnati	92.71	6	473	13 2	
22022	Benton Harbor, Mich., to Anderson, Ind	Benton Harbor and Anderson	156.31	6	1,467	10 4	
22023	Oakland City, Ind., to Mount Vernon, Ill	Louisville and Mount Vernon	88.56	6	659	14 0	
22025	Indianapolis to Terre Haute, Ind	Indianapolis and Saint Louis	72.45	6	1,210	40 0	

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY C. JAY FRENCH, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
OUTWARD.									INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
21067	North Benton, Ohio	6.35 p. m.	4	6	6	0	45	....	Alliance, Ohio	2.30 p. m.	3	6	30	0	40		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
21071	Valley Junction, Ohio.	4.56 p. m.	9	6	6	0	49	....	Harrison, Ohio	5.55 p. m.	22	6	6	0	25		
21073	Cleveland, Ohio ...	2.50 p. m.	3	6	1	0	25	....	Canton, Ohio.....	7.50 a. m.	2	6	1	0	30		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
21078	Lebanon, Ohio	6.45 a. m.	7	6	6	1	46	....	Cincinnati, Ohio...	2.10 p. m.	4	6	6	6	32		
										5.25 p. m.	10	6	6	0	9		
21080	Norwalk, Ohio.....	6.15 p. m.	5	6	6	0	20	....	Wellington, Ohio ..	4.40 p. m.	6	6	6	0	5	....	This pouch is to and from Cleveland and Cincinnati R. P. O.
21084	Logan, Ohio.....	10.10 a. m.	27	6	18	0	67	....	Winona Furnace, Ohio.	(1)	24	6	6	0	45	....	[1] No schedule.
21085	Cincinnati, Ohio...	12.30 p. m.	25	6	6	0	20	....	Richmond Junction, Ohio. [1]	5.35 p. m.	27	6	12	6	100		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
22001	Indianapolis, Ind ..	3.30 p. m.	1	6	36	0	68	....	Martinsville, Ind ..	9.35 a. m.	12	6	36	0	71		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
22003	Indianapolis, Ind ..	6.50 p. m.	6	6	6	0	20	....	Cincinnati, Ohio...	6.40 a. m.	7	7	7	7	26		
.....	.....	3.25 a. m.	2	7	7	0	19	....	.....	12.40 p. m.	3	6	12	6	30		
		11.00 a. m.	20	6	6	0	18	....	.....	4.20 p. m.	9	6	6	0	49		
										7.00 p. m.	29	7	14	14	185		
22004	Kokomo, Ind	8.30 a. m.	25	6	6	0	13	....	Indianapolis, Ind ..	2.04 p. m.	24	6	36	0	81		
		11.50 p. m.	23	6	19	0	61	....	.....	11.15 p. m.	22	6	12	0	20		
22005	Lebanon, Ind.....	9.33 a. m.	20	6	6	0	10	....	Indianapolis, Ind ..	7.35 a. m.	19	6	48	0	96		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
22007	Indianapolis, Ind ..	7 25 a. m.	4	6	24	6	38	....	Columbus, Ind.....	4.20 p. m.	3	6	18	12	32		
		6.25 a. m.	6	7	7	0	10										
(*)	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	* No express mails.
22008	La Fayette, Ind ...	11.45 p. m.	4	7	7	0	5	....	Louisville, Ky	7.30 p. m.	3	7	28	0	115		
22009	Logansport, Ind ...	1.25 a. m.	40	6	6	0	15	....	Richmond, Ind	10.25 p. m.	7	6	6	0	15		
22010	Cincinnati, Ohio...	7.10 a. m.	9	6	12	6	68	....	Saint Louis, Mo....	4.40 p. m.	14	6	24	0	40		
.....	.....	3.55 p. m.	7	6	30	0	74	....	.....	7 25 p. m.	6	7	14	0	16		
		9.30 p. m.	5	7	7	0	20										
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
22012	Terre Haute, Ind ..	1.00 a. m.	3	7	45	6	78	....	Evansville, Ind....	6.00 a. m.	2	6	12	0	16		
.....	.....	.....	...	...	...	...	.....	....	.....	7.45 p. m.	4	7	56	35	287		
22013	Rockville, Ind.....	7.00 p. m.	53	6	6	0	13	....	Terre Haute, Ind ..	3.40 p. m.	54	6	1	0	21		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
22017	Logansport, Ind...	1.30 a. m.	10	7	7	0	25	....	Bradford, Ohio	8.45 p. m.	7	7	7	0	30		
22018	Indianapolis, Ind..	10.30 p. m.	3	7	87	2	168	....	Bloomington, Ill...	9.40 p. m.	4	7	28	14	220		
22019	North Vernon, Ind.	9.00 a. m.	8	6	6	6	0	10	Louisville, Ky.....	3.40 p. m.	18	7	38	4	250		
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
22021	Fort Wayne, Ind ..	12.30 a. m.	6	6	12	0	30	....	Richmond, Ind	10.20 p. m.	5	6	12	0	.. 30		
22022 [2]	.....	.....	...	...	...	...	.....	....	Anderson, Ind	1.15 p. m.	3	(1)	...	...	.....	....	[1] When Cleveland and Indianapolis R. P. O. misses Benton Harbor and Anderson R. P. O. at Anderson, mails are sent north on train No. 3 to Wabash. They weigh from 200 to 300 pounds.
22023	Oakland City, Ind.	12.55 a. m.	3	6	6	0	15	....	Mount Vernon, Ill.	11.15 p. m.	...	6	6	0	20		[2] No return pouches.
22025	Indianapolis, Ind..	10.30 a. m.	3	7	42	0	77	....	Danville, Ind.....	4.24 a. m.	12	6	6	0	10		
		4.20 p. m.	7	7	7	0	6	....	.....	9.35 a. m.	6	6	6	0	10		

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, FIFTH DIVISION,

RAILWAY POST-OFFICES.

Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAB SPACE.	
						Present.	Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
22028	Logansport to Rockville, Ind	Logansport and Terre Haute	95.03	6	324	14 8	.....
22029	Kankakee, Ill., to La Fayette, Ind	Chicago and Cincinnati	72.75	13	12,698	90 0	.....
22030	Terre Haute to Worthington, Ind	Terre Haute and Worthington	40.63	6	223	8 6	.....
22032	Jasper to Evansville, Ind	Jasper and Evansville	55.63	6	307	13 8	.....
22033	Kokomo to Frankfort, Ind	Delphos and Saint Louis	27.85	6	101	9 0	.....
22036	Switz City to Bedford, Ind	Switz City and Bedford	41 29	6	193	6 7	.....
22038	Chicago, Ill., to Monon, Ind	Chicago and Louisville	87.30	6	1,503	14 0	.....
22038	Monon to Indianapolis, Ind	Michigan City, Monon and Indianapolis	96.43	6	1,503	14 0	.....
22039	Fort Branch to Mount Vernon, Ind	Evansville, Fort Branch and Mount Vernon.	39.40	6	326	5 8	.....
22042	New Castle to Rushville, Ind	New Castle and North Vernon	24.84	6	183	12 0	.....
22043	Terre Haute, Ind., to East Saint Louis, Ill	Indianapolis and Saint Louis	189.99	6	(1)	40 0	.....
22044	.....do	Indianapolis, Vandalia, and Saint Louis	166.69	6	30,637	19 0	.....
	.....do	Pittsburgh and Saint Louis	.....	14	.....	160 0	220 0
22046	Frankfort, Ind.. to Saint Louis, Mo	Delphos and Saint Louis	239.26	6	[1]288	9 0	.....
22048	Louisville, Ky., to Oakland City, Ind	Louisville and Mount Vernon	99.55	6	873	14 0	.....

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, NINTH DIVISION,

6011	New York to Buffalo, N. Y	New York and Chicago	442.00	20	.....	389 5	399 5
	Albany to New York, N. Y	Albany and New York	(3)	6	.....	64 10	64 10
	Albany to Syracuse, N. Y	Albany and Rochester	(3)	6	.....	49 5	49 5
6052	Buffalo, N. Y., to Chicago, Ill	New York and Chicago	540.28	20	.....	339 5	399 5
	Cleveland to Toledo Ohio	Cleveland and Toledo	(1)	12	.....	57 8	57 0
	Toledo, Ohio, to Chicago, Ill	Toledo and Chicago	(1)	6	.....	36 0	36 0
	White Pigeon, Mich., to Elkhart, Ind	Grand Rapids and Elkhart	(1)	12	.....	29 6	30 0
	Grosvenor to Adrian, Mich	Adrian and Fayette	(1)	6	.....	10 0	15 0
	Jonesville to Hillsdale, Mich	Lansing and Hillsdale	(1)	6	.....	17 8	15 0
8045	Oil City, Pa., to Ashtabula, Ohio	Oil City and Ashtabula	87.56	6	634	18 0	15 0
	Ashtabula to Andover, Ohio	Ashtabula and Youngstown	(1)	6	.....	36 0	30 0
21007	Elyria to Millbury, Ohio	New York and Chicago	74.86	13	.....	180 0	180 0
	.....do	Cleveland and Toledo	(1)	3	.....	17 8	17 8
21045	Toledo, Ohio to Elkhart, Ind	New York and Chicago	134.35	13	.....	180 0	180 0
21062	Andover to Youngstown, Ohio	Ashtabula and Youngstown	38.89	6	389	18 0	15 0
21089	Cleveland, Ohio, to Chicago, Ill	Cleaveland, Fort Wayne and Chicago	339.42	6	(1)	20 0	20 0
22027	Detroit, Mich, to Logansport, Ind	Detroit and Logansport	214.65	6	787	17 0	15 0
24001	Detroit, Mich., to Toledo, Ohio	Detroit and Toledo	71.00	7	2,136	36 0	36 0
	Monroe, Mich., to Toledo, Ohio	Ludington and Toledo	(1)	6	.....	22 0	20 0
	Trenton to Chandler, Mich	Trenton and Adrian	(1)	6	.....	8 6	10 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY C. JAY FRENCH, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
	OUTWARD.								INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	..	...	...	.....	....	Do.
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	Do.
22032	Boonville, Ind	8.47 a. m.	7	6	6	...	10	....	Evansville, Ind	6.00 a. m.	12	6	12	...	15		
										1.30 p. m.	8	6	36	...	64		
.....	.....	.....	...	...	.....	.....	.....	....	.....	.....	...	...	...	...	.....	....	No express mails.
.....	.....	.....	...	...	.....	.....	.....	....	.....	.....	...	..	...	...	.....	....	Do.
22038	Chicago, Ill	7.20 p. m.	4	7	35	...	39	....	Rensselaer, Ind	4.38 a. m.	3	7	7	...	6		
.....	.....	.....	...	...	.....	.....	.....	....	.....	.....	...	...	...	...	.....	....	Do.
.....	.....	.....	...	...	.....	.....	.....	....	.....	.....	...	...	...	..	.....	....	Do.
.....	.....	.....	...	...	.....	.....	.....	....	.....	.....	...	...	...	...	.....	....	Do.
22043	Terre Haute, Ind ...	1.55 a. m.	3	7	35	...	69	....	Saint Louis, Mo ...	3.50 p. m.	8	6	12	...	20	....	[1] No record in Postmaster-General's report.
										6.10 p. m.	12	7	28	...	40		
.....	.....	.....	...	...	.....	.....	.....	....	.....	.....	...	...	...	...	.....	...	No express mails.
.....	.....	.....	...	...	.....	.....	.....	....	.....	.....	...	...	..	...	.....	....	No express mails.
22048	Louisville, Ky	8.30 p. m.	3	7	13	...	15	....	Huntingburgh, Ind	3.21 a. m.	4	6	6	...	14		[1] Route never weighed west of Charleston, Ill.
		3.40 p. m.	5	6	6	...	15										

RAILWAY MAIL SERVICE, BY WILLARD G. LOVELL, SUPERINTENDENT.

6011	New York, N. Y	9.00 a. m.	101	6	5	20	200	2	Peekskill, N. Y	7.05 a. m	20	6	12	...	10	2	[1] Including pouch from Dobbs Ferry.
.....	Castleton, N. Y	11.00 a. m.	9	6	18	13	1,090	4	Sing Sing, N. Y	7.53 a. m.	22	6	[2]2	...	15	2	[2] For train No. 19.
.....	Albany, N. Y	2.00 p. m	55	6	3	3	25	2	Yonkers, N. Y	7.10 p. m.	38	6	1	...	12	2	[3] Miles of route given in New York and Chicago R. P. O.
	New York, N. Y ...	2.30 p. m.	35	6	2	5	35	2	Tarrytown, N. Y ...	7.50 p. m.	68	6	2	...	12	2	
	....do	3.30 p. m.	103	6	1	1	15	2	Albany, N. Y	10.00 a. m.	100	6	1	...	10	2	
	....do	6.30 p. m.	33	6	26	77	1,800	6	....do	4.45 p. m.	8	6	12	5	520	3	[4] Including two sealed sacks for Canada.
	Albany, N. Y	11.00 p. m.	23	6	25	89	2,000	8	Utica, N. Y	6.20 a. m.	4	6	9	8	500	2	
	....do	10.30 p. m.	13	7	[3]8	22	450	2	Albany, N. Y	2.45 a. m.	16	6	20	12	630	3	[5] 158th at Lyons and 200th at Utica over a week.
	Palmyra, N. Y	9.48 a. m.	27	6	1	..	8	2	....do	1.20 a. m.	14	6	9	5	250	2	
	Albany, N. Y	1.05 a. m.	21	7	8	30	[5]650	3	....do	5.20 p. m.	102	6	2	...	30	2	
	Batavia, N. Y	9.23 a. m.	25	6	5	...	80	2	Utica, N. Y	3.12 p. m.	10	6	5	12	120	2	
	Lyons, N. Y	8.52 p. m.	7	6	24	193	[6]5750	18	Albany, N. Y	5.25 p. m.	40	6	5	1	50	2	[6] 2000th from New York, 3500 from Albany.
	New York, N. Y	8.40 a. m.	3	7	1	...	150	2	Syracuse, N. Y	7.45 a. m.	24	6	2	...	39	2	
									Rochester, N. Y	3.00 p. m.	26	6	1	...	10	2	
									Buffalo, N. Y	9.00 p. m.	18	6	2	1	40	2	
6052	Buffalo, N. Y	6.45 a. m.	3	6	5	...	59	2	Cleveland, Ohio ...	[2]2.50 p. m.	8	7	6	4	100	2	
.....	Millbury, Ohio	4.59 p. m.	21	6	6	5	60	2	....do	5.49 a. m.	20	7	5	...	50	2	[1] Miles of route included in New York and Chicago R. P. O.
.....	Cleveland, Ohio ...	12.05 p. m.	5	7	6	2	250	2	Angola, N. Y	7.39 a. m.	2	6	9	...	72	2	
.....	Buffalo, N. Y	5.00 p. m.	9	6	7	1	86	2									
.....	....do	8.20 p. m.	7	7	1	20	450	2									
.....	Ashtabula, Ohio ...	12.20 p. m.	4	6	5	...	260	2	Andover, Ohio. ...	10.00 p. m.	9	6	3	...	45	2	[1] Miles of route included in the Oil City and Ashtabula R. P. O.
21007	Port Clinton, Ohio.	1.50 p. m.	21	6	3	...	60	2	Toledo, Ohio	10.43 p. m.	20	7	3	7	350	2	[1] Miles of route included in New York and Chicago R. P. O.
.....	Elyria Ohio	4.00 a. m.	7	6	2	...	40	2									
21045	Toledo, Ohio	11.45 p. m.	5	7	4	...	50	2	Elkhart, Ind	7.05 p. m.	20	5	7	...	140	2	
									Delta, Ohio	8.47 a. m.	56	6	3	...	25	2	
21062	Andover, Ohio	1.15 p. m.	4	6	5	...	65	2	Youngstown, Ohio .	7.40 p. m.	9	6	3	...	60	2	
21089	.....	.....	...	...	...	...	.....	....	Bellevue, Ohio	8.30 a. m.	2	6	1	...	20	2	[1] Route has not been weighed.
22027	Detroit, Mich	3.50 p. m.	23	6	2	...	120	2	.....	.....	...	...	...	...	.....	....	
24001	Detroit, Mich	9.20 a. m.	1	6	2	...	47	2	Trenton, Mich	8.20 a. m.	2	6	8	...	381	2	[1] Miles of route included with Detroit and Toledo R. P. O.
.....	....do	6.40 p. m.	9	6	5	...	613	3	Monroe, Mich	11.57 a. m.	4	6	4	...	427	2	
.....	....do	7.40 a. m.	11	6	5	...	995	4	Toledo, Ohio	11.25 p. m.	22	7	6	...	829	3	
	Monroe, Mich	4.02 a. m.	21	7	6	...	503	3	Monroe, Mich	5.15 p. m.	10	6	1	...	28	2	

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, NINTH DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
24002	Monroe to Adrian, Mich	Monroe and Adrian	34.82	6	670	19 0	15 0
	Corbus to Adrian, Mich	Trenton and Adrian	(1)	6		8 6	10 0
24003	Jackson to Adrian, Mich	Jackson and Adrian	47.24	6	728	11 0	15 0
24004	Grand Rapids to White Pigeon, Mich	Grand Rapids and Elkhart	95.67	12	1,173	29 6	30 0
24005	Lansing to Jonesville, Mich	Lansing and Hillsdale	60.86	6	390	17 0	15 0
24006	Detroit, Mich., to Chicago, Ill	Detroit and Chicago	286.78	13	14,828	93 6	95 0
	Detroit to Jackson, Mich	Detroit, Three Rivers, and Chicago	(1)	6		14 0	17 0
	..... do	Detroit and Grand Rapids	(1)	6		12 0	15 0
	Niles, Mich., to Chicago, Ill	Detroit, Three Rivers, and Chicago	(1)	6		14 0	17 0
24007	Detroit to Wayne, Mich	Bay City, Wayne, and Detroit	(1)	6		22 0	15 0
24008	Kalamazoo to South Haven, Mich	Kalamazoo and South Haven	40.65	6	250	12 0	10 0
24009	Jackson to Niles, Mich	Detroit, Three Rivers, and Chicago	103.93	6	688	16 0	17 0
	Mackinaw City to Bay City, Mich	Mackinaw City and Bay City	184.50	12	2,252	16 0	15 0
	Bay City to Jackson, Mich	Bay City and Jackson	(1)			30 0	30 0
24010	Bay City to Detroit, Mich	Bay City and Detroit	108.62	13	1,397	29 0	30 0
24015	Ludington to Monroe, Mich	Ludington, and Toledo	251.23	6	2,809	22 0	20 0
	Butter's Junction to East Saginaw, Mich	Manistee and East Saginaw		6		44 0	35 0
	Wayne to East Saginaw, Mich	Bay City, Wayne and Detroit		6		44 0	35 0
24016	Ionia to Big Rapids, Mich	Big Rapids and Detroit	68.03	6	441	20 0	15 0
24017	Howard City to Detroit, Mich	Howard City and Detroit	160.72	6	1,592	13 0	15 0
	Ionia to Detroit, Mich	Big Rapids and Detroit	(1)	6		33 0	30 0
24018	Walton to Grand Rapids, Mich	Mackinaw City and Grand Rapids	118.19	6	2,598	17 0	20 0
	Cadillac to Kalamazoo, Mich	Cadillac and Kalamazoo	(1)	6		34 0	35 0
24019	Mackinaw City to Walton, Mich	Mackinaw City and Grand Rapids	106.96	6	699	17 0	20 0
24020	South Lyon, Mich., to Toledo, Ohio	South Lyon and Toledo	61.91	6	259	10 0	10 0
24021	Muskegon to Holland, Mich	Big Rapids and Holland	35.50	6	1,992	27 0	25 0
	Pent Water to Muskegon, Mich	Pent Water and Muskegon	44.68	6		11 0	15 0
	Holland, Mich., to La Crosse, Ind	Grand Rapids and La Crosse	127.80	6		15 0	15 0
	Muskegon to Holland, Mich	Muskegon and Allegan	(1)	6		12 0	10 0
24022	Big Rapids to Muskegon, Mich	Big Rapids and Holland	55.50	6	333	11 0	15 0
24023	Holland to Allegan, Mich	Muskegon and Allegan	35.50	6	141	12 0	10 0
24024	Ypsilanti to Bankers, Mich	Ypsilanti and Bankers	65.50	6	364	8 6	10 0
24025	East Saginaw to Marlette, Mich	East Saginaw and Port Huron	79.60	6	293	9 6	15 0
24026	White Cloud to Grand Rapids, Mich	White Cloud and Grand Rapids	47.43	6	285	12 2	15 0
24027	Detroit to Grand Haven, Mich	Detroit and Grand Haven	191.15	6	3,864	23 2	20 0
	Detroit to Grand Rapids, Mich	..... do	(1)	12		46 0	40 0
24028	Port Huron to Detroit, Mich	Port Huron and Detroit	64.85	6	1,221	23 10	15 0
24029	Jackson, Mich., to Fort Wayne, Ind	Jackson and Fort Wayne	100.00	6	750	16 10	15 0
24030	East Saginaw to Saint Louis, Mich	East Saginaw and Lakeview	35.23	6	410	10 4	10 0
24035	Detroit, Mich., to Toledo, Ohio	Detroit and Toledo	61.32	6	2,893	12 0	15 0
24036	Chandler to Corbus, Mich	Trenton and Adrian	34.90	6	378	8 6	10 0
24039	Port Huron, Mich., and Chicago, Ill	Port Huron and Chicago	335.61	6	1,186	20 0	20 0
24041	Saint Louis to Lakeview, Mich	East Saginaw and Lakeview	36.39	6	363	10 0	10 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY WILLARD G. LOVELL, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
	OUTWARD.								INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft.*							*Lbs.*	*Ft.*	
24002	Monroe, Mich.....	8.15 p. m.	9	6	4	...	377	2	Adrian, Mich	4.10 p. m.	10	6	2	...	27	2	[1]Miles of route included with Monroe and Adrian R. P. O.
24003	Tecumseh, Mich ...	4.00 p. m.	17	6	2	...	39	2	LenaweeJunc., Mich	9.35 p. m.	18	6	6	...	238	2	
24005	Litchfield, Mich ...	7.00 p. m.	13	6	4	..	13	2	Jonesville, Mich...	7.00 a. m.	14	6	4	...	85	2	
24006	Jackson, Mich	11.35 p. m.	7	6	4	...	275	2	Jackson, Mich	6.10 a. m.	8	6	3	...	117	2	[1]Miles of route included with Detroit and Chicago R. P. O.
.....	Detroit, Mich	12.40 p. m.	35	6	1	...	17	2	....do	10.54 p. m.	10	7	3	...	33	2	
.....	....do	5.45 p. m.	37	6	1	...	682	3	Wayne Junc., Mich	10.40 a. m.	38	6	2	...	159	2	
.....	....do	.....	...	...	...	...	.....	....	....do	3.30 p. m.	40	6	1	...	355	2	
.....	....do	6.15 p. m.	13	6	2	...	80	2	....do	2.45 a. m	44	6	3	...	77	2	
24007	Kalamazoo, Mich ..	8.00 a. m.	123	6	1	...	38	2	South Haven, Mich.	3.20 p. m.	124	6	1	...	17	2	
24008	Jackson, Mich.....	7.10 p. m	63	6	4	...	52	2	Concord, Mich	12.08 a. m.	64	6	4	...	48	2	
24009	Bay City, Mich	1.50 p. m.	78	6	1	...	15	2	Bay City, Mich	10.05 p. m.	93	6	15	...	225	2	
.....	Kawkawlin, Mich..	6.15 a. m.	94	6	15	...	450	2	....do	8.35 a. m.	95	6	6	...	90	2	[1]Miles of route included with Mackinaw City and Bay City R. P. O.
	....do	11.10 a. m.	96	6	6	...	90	2	Saginaw, Mich	7.25 a. m.	75	6	1	...	30	2	
24013	.....	.....	...	...	...	...	.....	....	Detroit, Mich	11.30 p. m.	205	6	3	...	327	2	
24015	Plymouth, Mich ...	10.17 a. m.	7	9	9	...	75	2	Wayne Junc., Mich	3.15 a. m.	22	7	12	...	19	2	
.....	Flint River Junction, Mich.	10.20 a. m.	19	6	5	...	174	2	Holly, Mich	9.25 a. m.	10	6	5	...	165	2	
.....	East Saginaw, Mich	10.55 p. m.	21	7	12	...	37	2	Flint, Mich.....	8.29 a. m.	8	6	1	...	535	3	
									....do	4.00 p. m.	20	6	1	...	67	2	
24016	Ionia, Mich.....	8.05 a. m.	3	6	5	...	100	2	Shiloh, Mich.....	3.30 p. m.	10	6	5	...	80	2	
24017	Howell, Mich	9.16 a. m.	4	6	15	...	375	2	Detroit, Mich.....	6.35 p. m.	9	6	15	...	300	2	
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	[1]Miles of route included with Howard City and Detroit R. P. O.
24018	Big Rapids, Mich ..	3.54 a. m.	2	6	32	...	644	3	Howard City, Mich	12.40 a. m.	3	6	32	...	644	3	
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	[1]Miles of route included with Mackinaw City and Grand Rapids R. P. O.
24019	Kalkaska, Mich....	12.33 a. m.	2	6	24	...	483	2	Walton, Mich.....	4.05 a. m.	3	6	24	...	483	2	
24020	Ann Arbor, Mich ..	7.20 a. m.	1	6	1	...	17	2	Toledo, Ohio.....	5.20 p. m.	4	6	1	...	17	2	
24021	Muskegon, Mich ...	12.25 p. m.	16	6	3	...	90	2	Holland, Mich	3.25 p. m.	17	6	3	...	90	2	
.....	Whitehall, Mich ...	11.30 a. m.	20	6	5	...	90	2	Muskegon, Mich ...	7.55 a. m.	27	6	5	...	90	2	
.....	Saint Joseph, Mich	2.15 a. m.	6	6	14	...	290	2	New Buffalo, Mich .	1.10 a. m.	5	6	14	...	924	4	
.....	.....	.....	...	...	...	...	.....	....	.....	.....	...	...	...	...	.....	....	[1]Miles of route included with Big Rapids and Holland R. P. O.
24022	Muskegon, Mich...	4.20 p. m.	33	6	1	...	20	2									
24025	Brockway Centre, Mich.	9.37 a. m.	5	6	5	...	21	2	Marlette Junction, Mich.	5.20 p. m.	8	6	5	...	64	2	
24026	Sparta, Mich	2.35 p. m.	36	6	2	...	28	2	Grand Rapids, Mich.	3.10 p. m.	39	6	2	...	37	2	
24027	Detroit, Mich	10.45 p. m.	13	6	9	...	93	2	Saint John's, Mich .	12.00 night	12	6	9	...	334	2	
.....	....do	4.50 p. m.	7	6	4	...	633	3	Birmingham, Mich.	11.30 a. m.	4	6	4	...	101	2	[1]Miles of route included with Detroit and Grand Haven R.P.O.
24028	Port Huron, Mich..	7.15 p. m.	4	6	2	...	460	2	Detroit, Mich	8.00 p. m.	1	6	4	...	847	3	
	....do	7.10 a. m.	2	6	4	...	193	2	....do	4.25 p. m.	7	6	4	...	227	2	
24029	Jackson, Mich	9.50 p. m.	5	6	5	...	98	2	Jonesville, Mich ...	6.07 a. m.	8	6	5	...	75	2	
24030	East Saginaw, Mich.	4.40 p. m.	4	6	4	...	109	2	Saint Louis, Mich..	1.20 p. m.	3	6	2	...	46	2	
24035	Detroit, Mich.....	3.45 p. m.	301	6	3	...	49	2	Toledo, Ohio	10.30 a. m.	304	6	3	...	90	2	
	....do	7.05 p. m.	305	7	3	...	886	3	....do	6.50 a. m.	302	6	10	...	750	3	
		9.00 p. m.	307	6	7	...	712	3	....do	10.26 p. m.	308	6	2	...	151	2	
24036	Lenawee Junction.	8.40 a. m.	26	6	1	...	10	2	Morenci, Mich.....	12.15 p. m.	27	6	1	...	10	2	
24039	Lansing, Mich.....	12.18 a. m.	6	6	3	...	9	2	Nichols, Mich.....	3.05 a. m.	5	6	3	...	183	2	
	Durand, Mich	10.05 a. m.	2	6	1	...	18	2	Lapeer, Mich.....	9.15 a. m.	7	6	1	...	175	2	
	Port Huron, Mich .	4.30 p. m.	8	6	1	...	20	2	.....								
	Grand Trunk Junction, Mich.	12.55 p. m.	20	6	4	...	25	2	.....								
24041	Saint Louis, Mich .	7.45 a. m.	2	6	2	...	15	2	Edmore, Mich	9.45 a. m.	1	6	2	...	10	2	

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, NINTH DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE.	
						Present.	Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
24042	Palm Station to Port Huron, Mich	Port Austin and Port Huron	53.20	6	445	9	17 0
	Marlette Junction to Port Huron, Mich	East Saginaw and Port Huron	(1)	6		18 6	32 0
24045	Manistee to Butter's Junction, Mich	Manistee and East Saginaw	27.02	6	352	22 0	15 0
24048	Bay City to East Saginaw, Mich	Bay City, Wayne, and Detroit	12.75	6	460	22 0	15 0
24052	Grand Rapids to Holland, Mich	Grand Rapids and La Crosse	25.90	6	715	15 0	15 0
24061	Port Austin to Palm Station, Mich	Port Austin and Port Huron	35.16	6	56	9 0	17 0

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SIXTH DIVISION,

21019	La Fayette, Ind., to Bement, Ill	La Fayette and Quincy	100.30	13		100 0	100 0
		La Fayette and Saint Louis					
	Bement to Decatur, Ill	La Fayette and Quincy	19.50	19		124 0	124 0
		La Fayette and Saint Louis					
		Chicago, Decatur, and Saint Louis					
	Decatur to Springfield, Ill	La Fayette and Quincy	38.05	6		50 0	50 0
	Springfield to Bates, Ill	do	13.02	12		70 0	70 0
		Springfield and Jerseyville					
	Bates to Quincy, Ill	La Fayette and Quincy	99.70	6		50 0	50 0
22014	Logansport, Ind., to State line (n. o.)	Logansport and Keokuk	61.19	6	581	24 6	25 0
22024	Danville, Ill., to Terre Haute, Ind	Chicago and Terre Haute	56.42	6	856	17 0	20 0
23001	Chicago, Ill., to Milwaukee, Wis	Milwaukee and Chicago	85.37	12	2,682	70 0	50 0
23002	Chicago to Freeport, Ill	Chicago and Dubuque	121.29	6	3,046	35 0	50 0
23003	Chicago, Ill., to U. P. Transfer	Chicago and Cedar Rapids	491.18	12	14,681	100 0	100 0
		Cedar Rapids and Council Bluffs					
23004	Elgin, Ill., to Lake Geneva, Wis	Lake Geneva and Elgin	43.65	6	175	9 6	10 0
23005	Rock Island to Barstow, Ill	Rock Island and Saint Louis	13.00	12	1,066	30 1	30 0
		Sterling and Rock Island					
	Barstow to East Saint Louis, Ill	Rock Island and Saint Louis	235.82	6	962	18 7	20 0
23006	Danville to Olney, Ill	Danville and Olney	109,80	6	105	6 8	12 0
23007	Chicago to Aurora, Ill	Chicago and Burlington	38.61	24	21,646	177 0	177 0
		Chicago and Streator					
		Chicago, Forreston, and Dubuque					
	Aurora, Ill., to Burlington, Iowa	Chicago and Burlington	169.41	12	16,885	109 8	110 0
23008	Yates City to Rushville, Ill	Yates City and Rushville	63.92	6	332	11 9	12 0
23009	Peoria to Elmwood, Ill	Peoria and Galesburgh	28.59	6	351	19 4	18 0
	Elmwood to Yates City, Ill	do	3.00	12	459	31 3	28 0
		Buda and Yates City					
	Yates City to Galesburgh, Ill	Peoria and Galesburgh	23.26	6	351	19 4	18 0
23010	Galesburgh to Quincy, Ill	Galesburgh and Quincy	101.57	14	6,484	88 8	90 0
23011	Burlington, Iowa, to Quincy, Ill	Burlington and Quincy	73.65	6	297	19 8	15 0
23012	Aurora to Streator, Ill	Chicago and Streator	61.84	6	785	27 3	27 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY WILLARD G. LOVELL, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
	OUTWARD.								INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.	
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	
							Lbs.	*Ft. in.*							*Lbs.*	*Ft. in.*		
24042	Sand Beach, Mich	6.35 a. m.	1	6	2	...	69	2 0	Palm Stat'n, Mich	6.00 p. m.	4	6	2	...	30	2 0		
.....	Marlette Junction, Mich.	8.10 p. m.	7	6	2	...	121	2 0	Port Huron, Mich	9.45 a. m.	6	6	8	...	143	2 0	[1] Miles of route included in Port Austin and Port Huron R. P. O.	
	....do	9.13 a. m.	5	6	1	...	20	2 0	....do	4.45 p. m.	8	6	3	...	64	2 0		
24045	Manistee, Mich ..	5.00 a. m.	3	6	2	...	54	2 0	Manistee Junction, Mich.	10.00 p. m.	4	6	1	...	132	2 0		
24048	Bay City, Mich..	7.15 a. m.	1	6	2	...	14	2 0	E. Saginaw, Mich	4.30 p. m.	4	6	2	...	191	2 0		
	....do	11.15 a. m.	3	6	4	...	96	2 0	....do	9.50 p. m.	8	6	3	...	14	2 0		
	....do	10.00 p. m.	21	7	12	...	240	2 0	....do	11.45 a. m.	10	6	3	...	14	2 0		
									....do	7.50 a. m.	22	7	12	...	240	2 0		
24052	G'd Rapids, Mich	9.00 p. m.	6	6	10	...	166	2 0	Holland, Mich...	5.25 a. m.	5	6	10	...	506	3 0		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....		

RAILWAY MAIL SERVICE, BY JAMES E. WHITE, ASSISTANT SUPERINTENDENT.

21019	Decatur, Ill.....	5.25 a.m.	3	7	11	25	680	1 6	Quincy, Ill	5.00 p. m.	2	7	8	6	265	1 0		
.....	Danville, Ill.....	6.00 a. m.	275	6	2	3	115	0 6	Sidney, Ill.....	7.50 p. m.	276	6	2	0	28	0 6		
22014	Logansport, Ind .	11.55 p. m.	107	7	5	2	143	0 6	State Line (n. o.), Ind.	2.15 a. m.	104	7	5	0	54	0 6		
22024	Danville, Ill	2.05 a. m.	3	7	9	0	138	0 6	Terre Haute, Ind.	12.05 a. m.	4	7	9	0	92	0 6		
									....do	2.25 p. m.	6	6	1	0	10	6 6		
23001	Chicago, Ill.....	8.00 a. m.	1	7	4	14	240	1 0	Milwaukee, Wis..	3.10 a. m.	2	7	22	20	1,103	2 6		
	....do	3.00 p. m.	7	6	4	0	50	0 6	....do	11.20 a. m.	6	6	2	12	340	1 0		
	....do	9.05 p. m.	3	7	22	51	1,595	3 0	....do	1.00 p. m.	8	7	4	18	404	1 0		
23002	Chicago, Ill.....	7.15 a. m.	11	6	6	2	173	0 6	Freeport, Ill	6.00 p. m.	16	6	5	0	80	0 6		
	....do	4.15 p. m.	15	6	15	0	110	0 6	....do	1.00 a. m.	18	6	5	0	113	0 6		
	....do	10.15 p. m.	17	6	5	6	290	0 6	Rockford, Ill	3.30 p. m.	12	6	8	22	368	1 0		
23003	Chicago, Ill.....	8.30 a. m.	1	6	13	9	340	1 0	U. P. Transfer, Iowa.	7.10 a. m.	10	6	5	4	182	0 6		
.....	Turner, Ill	5.15 p. m.	7	6	4	0	29	0 6	....do	7.30 p. m.	8	7	10	8	75	0 6		
	Mo. Valley, Iowa.	8.15 a. m.	7	7	4	6	127	0 6	Fulton, Ill	1.10 p. m.	2	6	3	0	45	0 6		
23004	Nunda, Ill	9.45 a. m.	23	6	4	0	48	0 6	Richmond, Ill ...	4.56 p. m.	24	6	4	0	28	0 6		
23005	Bushnell, Ill.....	12.55 a. m.	4	6	8	4	132	0 6	East St. Louis, Ill	8.20 p. m.	3	6	14	12	714	1 6		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.	
23007	Chicago, Ill.....	10.00 p. m.	3	2	7	36	2,120	3 6	Burlington, Iowa.	10.30 p. m	4	2	7	8	235	0 6		
.....	....do	12.45 p. m.	1	7	0	39	2,013	3 0	....do	2.50 p. m.	8	6	2	1	29	0 6		
.....	....do	4.45 p. m.	7	6	4	0	32	0 6	Galesburgh, Ills..	4.45 p. m.	10	6	1	0	8	0 6		
.....	....do	4.30 p. m.	23	6	3	0	29	0 6	....do	12.25 p. m.	12	6	2	0	16	0 6		
	....do	10.00 a. m.	9	6	1	3	110	0 6	Aurora, Ill	9.25 a. m.	8	6	4	0	28	0 6		
	Aurora, Ill.....	9.55 a. m.	11	6	8	22	1,470	3 0	Downer's Grove, Ill.	8.50 a. m.	22	6	3	0	21	0 6		
	Galva, Ill.....	8.55 a. m.	9	6	1	0	7	0 6	Aurora, Ill	12.33 p. m.	26	6	1	1	36	0 6		
	Galesburgh, Ill ..	10.20 a. m.	7	6	2	0	18	0 6										
23008	Yates City, Ill...	10.58 a. m.	155	6	2	0	18	0 6	Canton, Ill	2.20 p. m.	156	6	2	0	24	0 6		
	....do	11.00 p. m.	151	6	1	0	10	0 6	Vermont, Ill.....	1.50 a. m.	152	6	1	0	15	0 6		
23009	Peoria, Ill	7.45 a. m.	122	6	3	2	129	0 6	Galesburgh, Ill ..	12.25 a. m.	121	6	3	2	70	0 6		
.....	Yates City, Ill...	6.00 p. m.	126	6	3	2	199	0 6	Yates City, Ill ...	4.00 a. m.	123	6	1	0	15	0 6		
	Peoria, Ill	9.30 p. m.	128	6	1	0	10	0 6	Galesburgh, Ill ..	8.00 a. m.	125	6	2	3	277	0 6		
.....	....do	9.40 p. m.	130	6	3	3	121	0 6	....do	4.50 p. m.	129	6	2	0	12	0 6		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
23012	Aurora, Ill.....	6.14 p. m.	71	6	2	0	15	0 6	Streator, Ill	6.50 a. m.	70	6	2	0	12	0 6		

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SIXTH DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE.	
						Present.	Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
23013	Mendota to Fulton, Ill	Mendota and Fulton	65.60	6	131	8 0	8 0
23014	Shabbona to Rock Falls, Ill	Shabbona and Rock Falls	47.46	6	67	6 3	6 6
23015	Chicago, Ill., to Davenport, Iowa	Chicago and West Liberty	182.92	12	18,099	100 0	100 0
23016	Bureau to Peoria, Ill	Bureau and Peoria	47.16	6	515	20 0	18 0
23017	Chicago to East Saint Louis, Ill	Chicago and Saint Louis	281.13	13	8,227	84 3	90 0
23018	Bloomington to Roodhouse, Ill	Bloomington and Roodhouse	110.00	6	623	40 0	22 0
23019	Dwight to Washington, Ill	Dwight and Washington	70.11	6	109	13 10	12 0
23020	Chicago to Kankakee, Ill	Chicago and Centralia	55.87	26	9,521	184 5	190 0
		Chicago and Cincinnati					
	Kankakee to Centralia, Ill	Chicago and Centralia	194.82	13	4,213	85 9	90 0
	Centralia to Cairo, Ill	Centralia and Cairo	112.63	6	2,086	44 5	40 0
23021	Dubuque, Iowa, to Freeport, Ill	Chicago and Dubuque	68.80	12	4,238	75 6	90 0
		Chicago, Forreston and Dubuque					
	Freeport to Forreston, Ill	....do	12.51	12	3,234	61 3	65 0
		Freeport and Centralia					
	Forreston to Centralia, Ill	....do	265.62	6	588	21 1	25 0
23022	Lake Station, Ind., to Joliet, Ill	Lake Station and Joliet	45.65	6	56	11 0	10 0
23023	Decatur to East Saint Louis, Ill	La Fayette and Saint Louis	112.57	13	5,862	74 0	74 0
		Chicago, Decatur and Saint Louis					
23024	Peoria, Ill., to Evansville, Ind	Peoria and Evansville	250.53	6	226	19 8	19 8
23025	Bluffs, Ill., to Hannibal, Mo	Bluffs and Hannibal	50.57	6	607	12 0	12 0
23026	Switz City, Ind., to Effingham, Ill	Switz City and Effingham	91.00	6	234	8 0	8 0
23027	State Line (n. o.) Ind., to Forest, Ill	Logansport and Keokuk	44.21	6	581	28 0	28 0
	Forest to Fairbury, Ill	....do	5.40	12	721	36 6	36 0
		Streator and Forest					
	Fairbury, Ill., to Keokuk, Iowa	Logansport and Keokuk	175.60	6	581	28 0	28 0
23029	Sidney to Havana, Ill	Sidney and Havana	112.60	6	204	17 7	16 0
23030	East Saint Louis to Eldorado, Ill	Saint Louisand Eldorado	121.52	6	1,407	22 0	20 0
23032	Evansville, Ind., to Saint Louis, Mo	Evansville and Saint Louis	160.10	6	1,020	12 0	18 0
23033	Beardstown to Shawneetown, Ill	Beardstown and Shawneetown	229.06	6	190	15 3	15 0
23034	Gilman to Springfield, Ill	Gilman and Springfield	112.57	6	179	17 2	15 0
23035	Chicago, Ill., to Milwaukee, Wis	Chicago and La Crosse	86.80	13	19,543	119 4	120 0
23036	Aurora to Forreston, Ill	Chicago, Forreston and Dubuque	82.47	12	2,955	48 3	50 0
		Forreston and Aurora					
23038	Peoria to Jacksonville, Ill	Peoria and Jacksonville	84.24	6	457	17 0	15 0
23040	Rock Island to Peoria, Ill	Rock Island and Peoria	91.68	6	551	12 0	17 0
23041	Quincy to Fall Creek, Ill	Quincy and Louisiana	13.50	6	134	12 0	10 0
23042	Chicago to Danville, Ill	Chicago and Terre Haute	125.48	6	856	17 6	20 0
23043	Streator to Fairbury, Ill	Streator and Forest	32.18	6	124	17 0	8 0
23046	Jacksonville to Smithborough, Ill	Jacksonville and Smithborough	83.80	6	170	12 0	12 0
23047	Tamaroa to Chester, Ill	Tamaroa and Chester	42.31	6	512	10 0	10 0
23048	Terre Haute, Ind., to Peoria, Ill	Peoria and Terre Haute	177.91	6	176	11 6	15 0
23049	Springfield to Havana, Ill	Havana and Springfield	47.48	6	211	8 7	8 0
23050	Danville to Cairo, Ill	Danville and Cairo	261.96	6	332	14 6	20 0
23051	Joliet to Pekin, Ill	Chicago and Pekin	116.14	6	228	9 11	10 0
23053	East Saint Louis to Cairo, Ill	Saint Louis and Cairo	154.80	6	654	12 0	12 0
23054	Chicago to Lanark Junction, Ill	Chicago, Savanna, and Cedar Rapids / Chicago, McGregor, and Saint Paul	116.50	12	4,447	62 9	52 0
23055	Decatur, Ill., to Indianapolis, Ind	Indianapolis and Decatur	153.90	6	417	20 4	20 0
23058	West Lebanon, Ind., to Leroy, Ill	West Lebanon and Leroy	76.50	6	94	14 0	12 0
23062	Kankakee to Kempton, Ill	Kankakee and Kankakee Junction	28.32	6	221	14 0	12 0
23063	Shumway to Effingham, Ill	Bement and Effingham	9.25	6	123	17 0	12 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY JAMES E. WHITE, SUPERINTENDENT.—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																			
	OUTWARD.								INWARD.										
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft. in.*							*Lbs.*	*Ft. in.*	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.
23015	Chicago, Ill	12.05 p. m.	1	6	10	8	2,139	3 6	Davenport, Iowa.	9.10 p. m.	6	6	7	12	510	1 6	
	....do	4.45 p. m.	9	6	6	0	53	0 6	Joliet, Ill.....	8.30 a. m.	10	6	6	0	64	0 6	
23016	Bureau, Ill	3.35 a. m.	5	6	6	10	395	1 0	Peoria, Ill.....	10.15 p. m.	6	6	6	14	546	1 6	
23017	Chicago, Ill	12.30 p. m.	6	6	5	3	85	0 6	East St. Louis, Ill	4.30 p. m.	7	6	7	0	50	0 6	
	Braidwood, Ill ...	7.35 p. m.	10	6	3	0	20	0 6	Dwight, Ill.....	6.00 a. m.	9	6	3	0	42	0 6	
	Springfield, Ill...	6.15 a. m.	8	6	7	1	136	0 6	Bloomington, Ill.	9.30 a. m.	5	6	5	4	101	0 6	
23018	Bloomington, Ill.	6.20 a. m.	46	7	13	3	199	0 6	Roodhouse, Ill...	4.30 p. m.	45	7	13	1	102	0 6	
	Jacksonville, Ill .	3.05 p. m.	70	6	3	0	67	0 6	....do	12.05 p. m.	69	6	3	0	66	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.
23020	Chicago, Ill	4.20 p. m.	5	6	2	0	20	0 6	Cairo, Ill	3.50 p. m.	4	7	7	6	397	0 9	
.....	Centralia, Ill	6.30 a. m.	3	7	10	12	769	1 6	Tamaroa, Ill.....	4.50 p. m.	6	6	2	1	37	0 6	
.....	Duquoin, Ill.....	12.35 a. m.	1	7	8	15	663	1 6	Gilman, Ill..	6.15 a. m.	6	6	2	0	20	0 6	
23021	Forreston, Ill ...	1.40 a. m.	3	6	8	2	272	0 6	Bloomington, Ill.	5.58 p. m.	4	6	8	0	113	0 6	
.....	Freeport, Ill.....	3.50 p. m.	5	6	2	1	59	0 6	Mendota, Ill.....	5.58 a. m.	6	6	2	1	59	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.
23023	.....	.....	...	...	...	...	.....	.....	East St. Louis, Ill	8.10 p. m.	48	7	3	1	56	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.
23025	Bluffs, Ill.....	8.50 a. m.	93	7	6	2	107	0 6	Hannibal, Mo ...	5.10 p. m.	92	7	6	0	76	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.
23027	Chenoa, Ill	4.45 a. m.	3	7	7	5	391	0 6	Peoria, Ill.....	9.35 p. m.	2	7	7	2	310	0 6	
.....	....do	6.27 a. m.	21	7	1	0	9	0 6	....do	7.10 p. m.	22	7	1	0	22	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.
23030	East St. Louis, Ill.	3.55 p. m.	3	6	6	0	145	0 6	Duquoin, Ill.....	6.50 a. m.	2	6	7	2	220	0 6	
	....do	8.45 p. m.	5	7	10	16	1,250	2 6	....do	7.45 p. m.	6	7	10	8	374	0 6	
	....do	8.07 a. m.	1	1	1	0	12	0 6	....do	4.10 p. m	4	1	1	0	25	0 6	
23032	Evansville, Ind..	9.30 p. m.	52	7	7	0	114	0 6	East St. Louis, Ill	8.05 p. m.	51	7	7	5	321	0 6	
23033	Springfield, Ill ..	9.20 a. m.	22	6	3	0	26	0 6	Springfield, Ill...	5.20 p. m.	23	6	3	0	42	0 6	
	Flora, Ill	8.00 a. m.	64	6	2	0	66	0 6									
23034	Gilman, Ill	1.20 a. m.	5	6	3	2	109	0 6	Clinton, Ill	8.30 p. m.	6	6	2	0	18	0 6	
23035	Chicago, Ill	9.30 a. m.	7	6	3	27	802	1 0	Milwaukee, Wis..	4.00 p. m.	8	6	2	3	122	0 6	
	W'n Union, Wis .	8.20 a. m.	29	6	5	0	52	0 6	....do	1.00 p. m.	10	6	2	0	25	0 6	
	W'n Union, Wis .	4.50 p. m.	31	6	1	2	64	0 6	....do	9.15 a. m.	30	6	1	10	267	0 6	
									....do	7.00 p. m.	32	6	5	0	88	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.
23038	Peoria, Ill	6.00 p. m.	303	6	2	0	38	0 6	Jacksonville, Ill .	9.20 a. m.	302	6	4	0	58	0 6	
23040	Rock Island, Ill..	8.45 a. m.	2	6	3	0	50	0 6	Peoria, Ill	1.40 p. m.	3	6	5	0	63	0 6	
23041	Fall Creek, Ill...	9.35 a. m.	203	6	5	7	381	0 6	Hannibal, Mo ...	5.05 p. m.	204	6	5	2	122	0 6	
23042	Chicago, Ill.....	8.00 p. m.	3	7	10	3	256	0 6	Danville Junc., Ill	2.25 a. m.	4	7	10	2	167	0 6	
	....do	11.00 p. m.	5	6	2	0	20	0 6	....do	4.50 p. m.	6	6	3	0	28	0 6	No express mails.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	
23046	Jacksonville, Ill .	6.30 a. m.	1	6	1	0	15	0 6	Litchfield, Ill....	7 25 p. m.	4	6	1	0	34	0 6	
23047	Pinkneyville, Ill.	6.33 p. m.	4	6	1	0	10	0 6	Chester, Ill.....	5.15 a. m.	1	6	1	1	10	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
23053	East St. Louis, Ill.	6.00 p. m.	3	6	4	0	78	0 6	Sparta, Ill.....	7.33 a. m.	4	6	4	0	54	0 6	
23054	Chicago, Ill.....	12.05 p. m.	1	7	4	5	259	0 6	Lanark Junc., Ill	10.22 a. m.	4	7	4	6	397	0 9	
23055	Indianapolis, Ind.	11.05 p. m.	3	7	1	0	12	0 6	Tuscola, Ill.....	12.14 a. m.	4	7	1	0	10	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SIXTH DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE.	
						Present.	Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
23064	Kempton to Kankakee Junction, Ill	Kankakee and Kankakee Junction	44.79	6	105	14 0	12 0
23066	Chicago to Bement, Ill	Chicago, Decatur, and Saint Louis	152.86	6	721	24 0	24 0
	Bement to Shumway, Ill	Bement and Effingham	52.24	6	133	17 0	12 0
23067	Havana to Galesburgh, Ill	Galesburgh and Havana	59.33	6	179	6 0	6 0
23068	Peoria to Keithsburgh, Ill	Peoria and Keithsburgh	92.47	6	182	13 5	12 0
23069	Kankakee to Seneca, Ill	Kankakee and Seneca	43.42	6	63	17 0	8 0
23070	Galva to Keithsburgh, Ill	Galva and Keithsburgh	58.82	6	457	13 9	12 0
23072	Buda to Elmwood, Ill	Buda and Yates City	47.80	6	213	11 11	10 0
23077	White Heath to Decatur, Ill	White Heath and Decatur	33.15	6	150	12 0	8 0
23078	McLeansborough to Shawneetown, Ill	McLeansborough and Shawneetown	41.70	6	89	9 7	8 0
23079	Fall Creek, Ill., to Louisiana, Mo	Quincy and Louisiana	31.92	6	119	12 0	10 0
23081	Keokuk, Iowa, to Clayton, Ill	Keokuk and Clayton	43.02	6	302	20 0	12 0
23082	Momence to Dwight, Ill	Momence and Dwight	43.44	6	39	6 5	8 0
23083	Bates to Jerseyville, Ill	Springfield and Jerseyville	55.79	6	246	12 0	12 0
23084	Sterling to Barstow, Ill	Sterling and Rock Island	41.27	6	104	10 8	10 0
24031	Ishpeming, Mich., to Fort Howard, Wis	Ishpeming and Fort Howard	179.07	7	1,774	36 0	30 0
24032	Powers, Mich., to Florence, Wis	Powers and Florence	41.70	7	330	19 2	15 0
24040	Marquette to L'Anse, Mich	Marquette and L'Anse	63.48	6	167	12 0	12 0
25001	Milwaukee to Prairie du Chien, Wis	Milwaukee and Prairie du Chien	196 14	6	1,583	22 0	25 0
25002	Milwaukee to La Crosse, Wis	Chicago and La Crosse	197.84	13	16,935	119 4	120 0
25003	Milwaukee to Ripon, Wis	Oshkosh and Milwaukee	83.40	6	957	15 7	16 0
25004	Milton to Gratiot, Wis	Milton and Mineral Point	64.60	6	672	16 9	15 0
25005	Watertown to Madison, Wis	Watertown and Madison	39.05	6	173	11 0	8 0
25006	Horicon to Portage, Wis	Horicon and Portage	45.64	6	303	11 0	12 0
25008	Oshkosh to Ripon, Wis	Oshkosh and Milwaukee	20.95	6	957	15 7	16 0
25009	Fort Howard, Wis., to Harvard, Ill	Fort Howard and Chicago	179.50	6	2,523	50 0	50 0
	Harvard to Chicago, Ill	....do	63.00	19	8,782	136 0	125 0
		Chicago and Winona					
25010	Caledonia Junction, Ill., to Winona Junction, Wis.	....do	190.02	13	6,179	86 0	75 0
25011	Kenosha, Wis, to Harvard, Ill	Kenosha and Rockford	44.30	6	112	12 6	12 0
	Harvard to Caledonia Junction, Ill	....do	14.80	19	6,262	98 6	87 0
		Chicago and Winona					
	Caledonia Junction to Rockford, Ill	Kenosha and Rockford	13.40	6	112	12 6	12 0
25012	Fond du Lac to Milwaukee, Wis	Fond du Lac and Milwaukee	63.53	6	868	12 10	15 0
25014	Winona Junction, Wis., to Winona, Minn	Chicago and Winona	30.83	13	4,187	86 0	75 0
25015	Stevens' Point to Portage, Wis	Stevens' Point and Portage	73.30	6	355	15 2	15 0
25016	Green Bay to Milwaukee, Wis	Green Bay and Milwaukee	114.53	6	969	21 0	22 0
25017	Ashland to Menasha, Wis	Ashland and Menasha	250.42	6	828	21 0	20 0
	Menasha to Schleisingerville, Wis	Menasha and Schleisingerville	65.60	6	326	15 2	12 0
25018	Manitowoc to Milwaukee, Wis	Rhinelander and Milwaukee	77.30	6	1,021	25 0	25 0
25019	Sheboygan to Princeton, Wis	Sheboygan and Princeton	78.79	6	253	10 0	10 0
25020	Gratiot to Mineral Point, Wis	Milton and Mineral Point	25.50	6	672	16 9	15 0
25023	Portage to Madison, Wis	Portage and Madison	40.73	6	256	13 0	10 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY JAMES E. WHITE, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.

Number of route.	OUTWARD. Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	INWARD. Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft. in.*							*Lbs.*	*Ft. in.*	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
23067	Lewistown, Ill ..	6.00 a. m.	4	6	1	...	18	0 6	Cuba, Ill	5.55 p. m.	3	6	1	1	12	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
23069	Kankakee, Ill ...	10.30 p. m.	3	6	1	4	112	0 6									
23070	Galva, Ill	3.25 a. m.	145	6	5	2	256	0 6	Keithsburgh, Ill .	7.00 p. m.	146	6	5	0	108	0 6	
	....do	9.00 a. m.	143	6	1	...	35	0 6	New Boston, Ill..	1.40 p. m.	144	6	1	0	18	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
23081	Clayton, Ill	9.15 p. m.	405	6	2	3	100	0 6	Keokuk, Iowa ...	4.30 a. m.	404	6	2	2	50	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
24031	Menominee, Mich.	3.30 a. m.	8	6	7	...	54	0 6	Fort Howard, Wis.	8.15 p. m.	7	6	7	5	169	0 6	
24032	Powers, Mich	5.05 p. m.	6	7	7	...	106	0 6	Florence, Wis	7.55 a. m.	3	7	7	0	62	0 6	
24040	Marquette, Mich.	12.10 p. m.	5	7	1	2	53	0 6	Negaunee, Mich .	1.37 p. m.	6	7	1	2	193	0 6	
25001	Milwaukee, Wis .	12.10 a. m.	3	6	24	6	487	1 0	Prairie du Chien, Wis.	7.55 p. m.	4	6	24	0	486	1 0	
	....do	6.15 p. m.	15	6	4	2	173	0 6	Milton, Wis	8.50 a. m.	16	6	4	1	76	0 6	
	....do	9.00 a. m.	17	6	1	..	38	0 6	Waukesha, Wis..	7.40 a. m.	18	6	1	0	12	0 6	
25002	Milwaukee, Wis .	7.20 a. m.	23	6	2	1	45	0 6	Watertown Junction, Wis.	5.40 p. m.	24	6	4	0	32	0 6	
	....do	5.00 p. m.	21	6	4	...	52	0 6									
25003	Milwaukee, Wis .	7.15 a. m.	3	6	8	...	95	0 6	Ripon, Wis	2.35 p. m.	4	6	7	0	46	0 6	
25004	Milton, Wis	1.20 p. m.	1	6	1	...	16	0 6	Janesville, Wis ..	10.45 a. m.	10	6	1	0	12	0 6	
	....do	5.25 p. m.	11	6	1	...	52	0 6	....do	4.45 p. m.	12	6	1	0	26	0 6	
	Janesville, Wis ..	8.35 a. m.	5	6	3	...	109	0 6	Monroe, Wis.....	4.50 p. m.	8	6	3	0	40	0 6	
25005	Watertown, Wis.	7.00 p. m.	27	6	4	...	22	0 6	Madison, Wis	7.25 a. m.	28	6	4	0	30	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do
25008	Oshkosh, Wis....	1.15 p. m.	4	6	2	...	24	0 6	Ripon, Wis	11.55 a. m.	3	6	2	1	41	0 6	
25009	Fort Howard, Wis.	9.15 p. m.	42	7	22	6	874	2 0	Fond du Lac, Wis.	3.00 a. m.	41	7	22	16	1,627	3 0	
....	Fond du Lac, Wis.	12.05 a. m.	18	6	6	4	380	0 9	Clinton, Wis	8.13 p. m.	11	6	6	0	133	0 6	
....	Harvard, Ill.....	3.10 a. m.	4	6	2	...	35	0 6	Chicago, Ill	11.30 a. m.	5	6	4	0	112	0 6	
	....do	11.35 a. m.	8	7	4	...	70	0 6	....do	8.00 a. m.	37	6	1	0	22	0 6	
25010	Caledonia Junction, Ill.	2.37 p. m.	5	6	2	...	35	0 6	Elroy, Wis	8.50 p. m.	4	6	2	0	35	0 6	
									Madison, Wis....	8.25 a. m.	8	6	2	0	28	0 6	
25011	Harvard, Ill.....	2.00 p. m.	5	6	2	...	35	0 6	Caledonia Junction, Ill.	2.30 a. m.	4	6	2	0	35	0 6	
....	Caledonia Junction, Ill.	12.15 p. m.	73	7	2	1	42	0 6	....do	10.52 a. m.	8	6	2	0	28	0 6	
....		3.45 p. m.	75	6	1	...	15	0 6	Rockford, Ill	11.15 a. m.	72	6	2	0	37	0 6	
.....	.....	.....	...	...	...	...	.....	.....	....do	1.40 p. m.	74	6	1	0	14	0 6	
									....do	10.00 a. m.	76	1	1	2	22	0 6	
25012	Fond du Lac, Wis.	11.55 p. m.	2	7	20	6	1,234	2 6	Milwaukee, Wis .	12.10 a. m.	3	7	20	16	1,717	3 0	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
25016	Green Bay, Wis..	3.30 p. m.	4	6	8	6	490	1 0	Milwaukee, Wis .	8.00 a. m.	3	6	8	2	176	0 6	
25017	Menasha, Wis ...	9.05 p. m.	2	6	6	10	530	1 0	....do	12.30 a. m.	1	6	6	18	860	1 6	
.....	Schleisingerville, Wis.	9.55 a. m.	5	6	2	2	108	0 6	....do	3.00 p. m.	5	6	2	8	445	1 0	
25018	Manitowoc, Wis .	7.40 a. m.	4	6	2	...	37	0 6	....do	3.30 p. m.	3	6	2	0	23	0 6	
	....do	12.45 a. m.	6	6	1	...	12	0 6	....do	8.05 p. m.	5	6	1	0	15	0 6	
25019	Fond du Lac, Wis.	9.55 a. m.	67	6	2	...	26	0 6	Princeton, Wis ..	1.40 p. m.	66	6	2	0	16	0 6	
25020	Warren, Ill	8.05 a. m.	26 and 7	6	6	...	159	0 6	Mineral Point, Wis.	12.10 p. m.	8 and 27	6	2	0	14	0 6	
	....do	4.25 p. m.	28 and 5	6	5	...	279	0 6	Gratiot, Wis.....	7.35 a. m.	25	6	5	0	143	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SIXTH DIVISION

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
25024	Racine, Wis., to Lanark Junction, Ill	Racine and Rock Island	119.90	6	722	22 6	22 6
	Lanark Junction to Savanna, Ill	Racine and Rock Island					
		Chicago, Savanna and Cedar Rapids	22.00	18	5,169	85 3	74 6
		Chicago, McGregor and Saint Paul					
	Savanna to Rock Island, Ill	Racine and Rock Island	55.96	6	722	22 6	22 6
25025	Lancaster Junction to Montfort, Wis	Milwaukee and Lancaster	10.00	6	322	24 0	18 0
	Montfort, Wis., to Galena, Ill	Montfort and Galena	47.50	6	382	11 10	12 0
25026	Abbotsford to Eau Claire, Wis	Abbotsford and Eau Claire	65.43	6	470	21 0	12 0
25027	Green Bay to Winona, Wis	Green Bay and Winona	214.81	6	323	11 6	15 0
25028	Cable to Hudson, Wis	Cable and Hudson	124.95	6	404	18 2	18 0
25030	Saint Paul, Minn., to Elroy, Wis	Saint Paul and Elroy	198.40	6	1,242	24 0	25 0
25031	Merrill to Tomah, Wis	Merrill and Tomah	109.42	6	396	13 5	15 0
25034	Sparta to Viroqua, Wis	Sparta and Viroqua	35.90	6	207	11 8	10 0
25038	Milwaukee to Montfort, Wis	Milwaukee and Lancaster	146.31	6	322	24 0	18 0
25042	Lancaster Junction to Lancaster, Wis	do	12.34	6	322	24 0	18 0
25043	Plattville Junction to Plattville, Wis	Montfort and Galena	4.84	6	382	11 10	12 0
25047	Eau Claire, Wis., to Wabasha, Minn	Eau Claire and Wabasha	49.20	6	107	18 11	10 0
25048	Rice Lake to Chippewa Falls, Wis	Rice Lake and Chippewa Falls	46.17	6	113	7 6	10 0
25049	Eland to Manitowoc, Wis	Summit Lake and Milwaukee	110.02	6	560	25 0	25 0
25050	Summit Lake to Eland, Wis	do	37.50	6	560	25 0	25 0
26001	Brainerd, Minn., to Fargo, Dak	Saint Paul and Fargo	138.50	7	1,982	24 6	25 0
	Fargo to Bismarck, Dak	Fargo and Bismarck	191.50	7	1,985	24 6	25 0
	Bismarck, Dak., to Billings, Mont	Bismarck and Billings	446.25	7	1,277	24 6	25 0
	Billings to Livingstone, Mont	Billings and Livingstone	115.50	7	1,090	24 6	25 0
26002	Sauk Rapids to Brainerd, Minn	Saint Paul and Fargo	60.96	7	2,016	24 6	25 0
26003	Saint Paul to East Saint Cloud, Minn	Saint Paul and Fargo					
		Saint Vincent and Saint Paul	74.40	13	4,880	64 6	50 0
	East Saint Cloud to Sauk Rapids, Minn	Saint Paul and Fargo	1.90	7	2,016	24 6	25 0
26004	East Saint Cloud to Barnesville, Minn	Saint Vincent and Saint Paul	145.65	6	2,864	40 0	25 0
26005	Saint Vincent to Barnesville, Minn	Saint Vincent and Saint Paul	171.57	6	2,864	40 0	25 0
	Barnesville to Breckenridge, Minn	Fargo, Breckenridge and Saint Paul	31.34	6	1,576	22 0	22 0
26006	Breckenridge to Saint Paul, Minn	Fargo, Breckenridge and Saint Paul	217.66	6	1,576	22 0	22 0
26007	Duluth to Saint Paul, Minn	Duluth and Saint Paul	155.73	6	828	21 4	22 0
26009	McGregor, Iowa, to Saint Paul, Minn	Chicago, McGregor and Saint Paul	215.32	6	1,808	23 6	27 0
26010	Hastings to Cologne, Minn	Hastings and Cologne	56.81	6	249	17 10	12 0
	Cologne, Minn., to Millbank, Dak	Minneapolis and Millbank	158.50	6	1,159	20 9	20 0
	Millbank to Aberdeen, Dak	Millbank and Aberdeen	97.65	6	572	20 9	14 0
26012	Austin, Minn., to Mason City, Iowa	Austin and Mason City	41.47	6	275	12 0	12 0
26013	Minneapolis, Minn., to La Crosse, Wis	Minneapolis and La Crosse	142.53	13	12,332	98 4	120 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY JAMES E. WHITE, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
	OUTWARD.								INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft. in*							*Lbs.*	*Ft. in.*	
25024	Western Union, Wis.	8.02 p. m.	3	6	10	4	266	0 6	Rock Island, Ill .	11.15 p. m.	4	6	10	...	87	0 6	
	Savanna, Ill.....	6.55 p. m.	27	6	5	0	72	0 6	....do	7.25 a. m.	28	6	5	3	128	0 6	
	Lanark Junction, Ill.	4.06 p. m.	1	7	2	4	186	0 6	Savanna, Ill	9.40 a. m.	4	7	1	1	23	0 6	
25025	Montfort, Wis ...	10.15 a. m.	11	6	3	0	201	0 6	Lancaster Junction, Wis.	5.00 p. m.	12	6	3	0	180	0 6	
25026	Chippewa Falls, Wis.	8.30 a. m.	43	6	1	0	31	0 6	Eau Claire, Wis .	5.15 p. m.	44	6	1	1	50	0 6	
		8.32 p. m.	3	6	1	0	22	0 6	....do	6.45 a. m.	4	6	1	0	32	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
25030	Saint Paul, Minn	7.45 p. m.	4	7	7	2	277	0 9	Elroy, Wis	8.30 p. m.	3	6	7	0	89	0 6	
		6.00 a. m.	6	6	6	11	194	0 6	Black River Falls, Wis.	1.50 p. m.	5	6	6	0	33	0 6	
		8.10 a. m.	22	6	1	2	77	0 6	North Wisconsin Junc., Wis.	2.45 p. m.	12	6	1	2	71	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
25038	Milwaukee, Wis .	2.05 p. m.	3	6	3	0	45	0 6	Madison, Wis....	8.25 a. m.	4	6	3	0	35	0 6	
25042	Lancaster Junction, Wis.	11.05 a. m.	11	6	3	0	201	0 6	Lancaster, Wis ..	4.00 p. m.	12	6	3	0	180	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
26001	Brainerd, Minn ..	2.35 a. m.	3	7	12	26	1,063	3 0	Mandan, Dak	8.30 a. m.	4	6	12	8	573	1 6	
.....	Fargo, Dak.....	8.30 a. m.	3	6	10	0	460	1 0	Fargo, Dak	7.55 p. m.	4	7	10	0	163	0 6	
26002	Sauk Rapids, Minn.	12.05 a. m.	3	7	11	26	1,159	3 0	Brainerd, Minn..	2.20 a. m.	4	7	11	8	643	1 6	
26003	Saint Paul, Minn	8.40 p. m.	3	7	11	26	1,159	3 0	Sauk Rapids, Minn.	4.47 a. m.	18	7	11	8	643	1 6	
		8.15 p. m.	19	7	15	35	1,325	3 0	East Saint Cloud, Minn.	4.05 a. m.	4	7	15	6	468	1 0	
26004	East Saint Cloud, Minn.	12.05 a. m.	3	7	10	35	1,204	3 0	Fergus Falls, Minn	10.50 p. m.	4	7	8	6	276	0 6	
26005	Barnesville, Minn	7.05 a. m.	3	7	6	28	1,087	3 0	Saint Vincent, Minn.	11.40 a. m.	4	7	6	8	403	1 0	
26006	Saint Paul, Minn	8.00 a. m.	1	7	20	0	400	1 0	Breckenridge, Minn.	10.15 a. m.	6	7	20	0	217	0 9	
			41	6	1	0	31	0 6	Minneapolis, Minn	.....	32	6	1	0	28	0 6	
			33	6	2	12	183	0 6	....do	.....	14	6	2	2	63	0 6	
			51	6	1	1	38	0 6	....do	.....	54	6	1	0	27	0 6	
			47	6	1	0	23	0 6	....do	.....	46	6	1	0	15	0 6	
			39	6	2	4	110	0 6	....do	.....	38	6	1	2	38	0 6	
			17	7	1	0	16	0 6	....do	.....	22	6	1	0	12	0 6	
			23	6	1	0	31	0 6	....do	.....	...	...	...	...	.....	.....	
26007	Saint Paul, Minn	9.00 p. m.	3	7	1	1	82	0 6	Duluth, Minn	9.45 p. m.	4	7	1	2	133	0 6	
26009	McGregor, Iowa .	11.05 p. m.	7 3	6	10	15	685	1 6	Saint Paul, Minn .	4.30 p. m.	4	6	10	0	90	0 6	
	Austin, Minn	1.35 a. m.	5	6	1	2	81	0 6	....do	7.10 p. m.	6	6	1	3	147	0 6	
26010	Cologne, Minn...	9.18 p. m.	3	7	3	0	68	0 6	Aberdeen, Dak ..	2.15 p. m.	4	7	3	0	52	0 6	
26012	Austin, Minn	2.00 a. m.	19	6	2	2	139	0 6	Mason City, Iowa	10.45 p. m.	20	6	2	1	76	0 6	
26013	Minneapolis, Minn	4.50 a. m.	6	6	3	2	112	0 6	La Crosse, Wis ..	4.40 p. m.	5	6	3	2	185	0 6	

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SIXTH DIVISION.

RAILWAY POST-OFFICES.								
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE.		
						Present.	Estimated necessary.	
1	2	3	4	5	6	7	8	
					Lbs.	*Ft.* *in.*	*Ft.* *in.*	
26014	Saint Peter to Tracy, Minn	Winona and Tracy	43.50	6	1,507	24 7	25 0	
	Tracy, Minn., to Redfield, Dak	Tracy and Redfield	212.50	6	592	15 0	15 0	
26015	Winona to Saint Peter, Minn	Winona and Tracy	145.15	6	1,807	24 7	25 0	
26020	Worthington, Minn., to Sioux Falls, Dak	Saint Paul and Sioux Falls	61.60	6	307	22 7	22 6	
26021	Minneapolis to Albert Lea, Minn	Minneapolis and Albert Lea	108.46	6	903	22 0	22 0	
	Albert Lea, Minn., to Angus, Iowa	Albert Lea and Angus	151.80	6	221	9 3	12 0	
26022	Wabasha to Zumbrota, Minn	Wabasha and Zumbrota	50.09	6	133	13 8	10 0	
26023	La Crosse, Wis., to Flandreau, Dak	La Crosse and Sioux Falls	312.29	6	1,373	21 1	25 0	
26024	Mankato to Wells, Minn	Mankato and Wells	40.81	6	147	13 6	8 0	
26025	Saint Paul to Saint James, Minn	Saint Paul and Sioux City Saint Paul and Sioux Falls	122.53	12	1,939	44 0	44 0	
26026	Saint James to Sioux Falls Junction, Minn.	Saint Paul and Sioux City Saint Paul and Sioux Falls	59.80	12	1,939	44 0	44 0	
	Sioux Falls Junction, Minn., to Sioux City, Iowa.	Saint Paul and Sioux City	88.64	6	1,008	22 0	22 0	
26029	Lake Crystal to Elmore, Minn	Lake Crystal and Elmore	43.45	6	160	6 0	8 0	
26031	Tracy, Minn., to Pierre, Dak	Tracy and Pierre	255.85	7	1,508	21 4	22 0	
26032	Reno to Preston, Minn	Reno and Preston	57.67	6	169	8 10	8 0	
26035	Fargo, Dak., to Barnesville, Minn	Fargo, Breckenridge and Saint Paul	24.40	6	895	22 0	22 0	
26037	Minneapolis to Benton, Minn	Minneapolis and Millbank	33.86	6	1,156	20 9	20 0	
26038	Minneapolis to Birch Cooley, Minn	Minneapolis and Birch Cooley	101.00	6	187	9 0	12 0	
26040	Saint Cloud to Minneapolis, Minn	Saint Cloud and Minneapolis	64.52	6	125	12 4	10 0	
26042	Wadena to Fergus Falls, Minn	Wadena and Fergus Fall	51.95	6	143	19 2	12 0	
26046	Little Falls to Morris, Minn	Little Falls and Morris	88.38	6	178	24 6	15 0	
26048	Red Wing to Waterville, Minn	Red Wing and Waterville	66.70	6	236	7 4	8 0	
27001	Albert Lea, Minn., to Burlington, Iowa	Albert Lea and Burlington	253.47	6	647	22 0	25 0	
27002	Postville to Cedar Rapids, Iowa	Postville and Cedar Rapids	99.80	6	349	10 4	12 0	
27003	Cedar Rapids, Iowa, to Worthington, Minn.	Cedar Rapids and Worthington	252.48	6	580	21 0	22 0	
27004	Muscatine to What Cheer, Iowa	Muscatine and Montezuma	76.60	6	336	20 0	15 0	
27005	Burlington to Union Pacific Transfer, Iowa.	Burlington and Council Bluffs	296.45	13	10,882	91 6	80 0	
27006	Chariton to Bethany Junction, Iowa	Chariton and Albany	51.00	6	400	12 3	12 0	
	Bethany Junction, Iowa, to Grant City, Mo.	Bethany Junction and Grant City	45.57	6	262	11 0	10 0	
27008	Burlington, Iowa, to Laclede, Mo	Burlington and Laclede	182.37	6	419	13 6	15 0	
27009	Villisca, Iowa, to Burlington Junction, Mo.	Villisca and Bigelow	37.48	6	300	12 4	12 0	
27010	Mason City to Ottumwa, Iowa	Mason City and Ottumwa	172.66	6	508	22 0	22 0	
27011	Burlington to Keokuk, Iowa	Burlington and Keokuk	43.69	6	595	15 3	12 0	
27012	La Crosse, Wis., to McGregor, Iowa	La Crosse and Dubuque	66.84	6	607	19 0	15 0	
	McGregor to Dubuque, Iowa	La Crosse and Dubuque Chicago, McGregor and Saint Paul	53.37	12	2,970	42 6	42 0	
	Dubuque to Sabula Junction, Iowa	Chicago, McGregor and Saint Paul	43.68	6	2,363	23 6	27 0	
27014	Davenport to West Liberty, Iowa	Chicago and West Liberty	38.30	12	17,142	100 0	100 0	
	West Liberty to Union Pacific Transfer, Iowa	West Liberty and Council Bluffs	279.10	12	17,142	100 0	80 0	
27015	Des Moines to Somerset Junction, Iowa	Des Moines and Winterset	15.85	6	378	9 0	9 0	
27016	Washington to Knoxville, Iowa	Washington and Knoxville	78.83	6	350	22 6	15 0	
27017	Davenport, Iowa, to Cameron, Mo	Davenport and Cameron	283.35	6	1,196	22 6	25 0	
27018	Maquoketa to Davenport, Iowa	Maquoketa and Davenport	42.76	6	107	15 2	8 0	
27019	Des Moines to Keokuk, Iowa	Des Moines and Keokuk	162.88	6	399	16 6	16 6	

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY JAMES E. WHITE, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.

Number of route.	OUTWARD. Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	INWARD. Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft. in.*							*Lbs.*	*Ft. in.*	
26014	Saint Peter, Minn	3.25 a. m.	1	7	6	21	1,109	2 6	Tracy, Minn.....	6.15 p. m.	2	7	6	3	665	2 0	
26015	Winona, Minn...	9.15 p. m.	1	7	34	22	1,342	3 0	Saint Peter, Minn	10.35 p. m.	2	7	34	8	694	2 0	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.
26021	Minneapolis, Minn.	7.55 a. m.	2	6	11	2	477	1 0	Albert Lea, Minn.	2.50 p. m.	1	6	11	0	320	0 9	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
26026	Sioux Falls Junction, Minn.	4.26 p. m.	3	6	8	0	97	0 6	Sioux City, Iowa.	7.35 a. m.	4	6	8	0	127	0 6	
26029	Lake Crystal, Minn.	1.00 p. m.	13	6	1	1	54	0 6	Elmore, Minn....	9.30 a. m.	12	6	1	0	30	0 6	
26031	Tracy, Minn.....	12.45 a. m.	3	6	2	2	65	0 6	Huron, Dak	8.00 p. m.	4	6	2	1	28	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
26035	Fargo, Dak.....	7.20 a. m.	6	6	4	0	48	0 6	Barnesville, Minn	6.45 p. m.	5	6	4	0	195	0 6	
26037	Minneapolis, Minn.	7.35 p. m.	3	7	3	0	72	0 6	Benton Junction, Minn.	4.55 a. m.	4	7	3	0	42	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
27001	Albert Lea, Minn.	8.30 p. m.	4	6	14	4	371	0 9	Burlington, Iowa	8.15 p. m.	3	6	10	2	328	0 9	
	Cedar Rapids, Iowa.	4.00 p. m.	8	6	5	0	101	0 6	....do	6.45 a. m.	7	6	5	2	133	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
27006	Chariton, Iowa ..	4.45 p. m.	41	6	5	2	227	0 6	Bethany Junction, Iowa.	9.00 a. m.	42	6	5	1	173	0 6	
.....	....do	12.12 p. m.	49	6	1	2	154	0 6	Humeston, Iowa.	3.40 p. m.	50	6	1	1	55	0 6	
	Bethany Junction, Iowa.	1.50 p. m.	59	6	2	...	92	0 6	Grant City, Mo..	11.40 a. m.	58	6	2	...	24	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
27010	Mason City, Iowa	2.30 p. m.	2	6	10	1	135	0 6	Ottumwa, Iowa..	3.55 a. m.	1	6	10	1	245	0 9	
27011	Burlington, Iowa.	8.25 p. m.	173	7	4	4	316	0 9	Keokuk, Iowa ...	4.45 a. m.	172	7	4	2	196	0 6	
27012	Dubuque, Iowa..	6.54 a. m.	4	6	6	0	83	0 6	Sabula Junction, Iowa.	4.57 p. m.	3	6	6	0	158	0 6	
		4.08 p. m.	6	6	4	0	72	0 6	....do	9.50 a. m.	5	6	4	6	273	0 9	
27015	Des Moines, Iowa	7.00 a. m.	35	6	6	2	328	0 9	Somerset Junction, Iowa.	3.00 p. m.	36	6	6	0	84	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
27017	Davenport, Iowa.	7.20 p. m.	1	7	12	2	523	1 0	Cameron, Mo	8.50 p. m.	2	7	12	0	205	0 6	
27018	Maquoketa, Iowa	2.30 p. m.	26	6	1	0	33	0 6	Eldridge, Iowa ..	10.35 a. m.	25	6	1	0	60	0 6	
27019	Des Moines, Iowa.	7.00 p. m.	4	6	4	0	53	0 6	Keokuk, Iowa. ..	7.50 p. m.	3	6	4	0	42	0 6	

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SIXTH DIVISION.

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
27020	Farley to Marion, Iowa	Farley and Cedar Rapids	52.20	6	340	22 0	10 0
	Marion to Cedar Rapids, Iowa	Farley and Cedar Rapids	5.78	12	701	61 3	35 0
		Chicago, Savanna and Cedar Rapids					
27021	Dubuque to Sioux City, Iowa	Dubuque and Sioux City	329.61	12	3,850	44 0	47 0
27022	Mona to Waterloo, Iowa	Mona and Waterloo	79.70	6	476	18 7	18 0
27024	Clinton to Anamosa, Iowa	Clinton and Anamosa	71.57	6	269	10 2	12 0
27025	Calmar to Pattersonville, Iowa	Calmar and Chamberlain	224.46	6	1,693	22 0	25 0
27027	Calmar to Davenport, Iowa	Calmar and Davenport	165.88	6	382	18 0	18 0
27028	Savanna, Ill., to Sabula Junction, Iowa	Chicago, Savanna and Cedar Rapids	2.30	12	4,447	62 9	52 0
		Chicago, McGregor and Saint Paul					
	Sabula Junction to Marion, Iowa	Chicago, Savanna and Cedar Rapids	86.78	6	1,241	39 3	25 0
27029	Sioux City to California Junction, Iowa	Sioux City and Missouri Valley	5.90	12	1,604	31 6	32 0
		Missouri Valley and Valentine					
	California Junction to Missouri Valley, Iowa	Sioux City and Missouri Valley	70.28	6	892	13 9	14 0
27030	Jewell to Des Moines, Iowa	Jewell and Des Moines	59.76	6	278	12 2	12 0
27031	Tara to Des Moines, Iowa	Ruthven and Des Moines	82.30	6	523	13 0	15 0
27033	Des Moines to Albia, Iowa	Des Moines and Albia	71.00	6	264	17 5	12 0
27034	Sioux Falls, Dak., to Sioux City, Iowa	Sioux Falls and Sioux City	91.14	6	494	20 2	12 0
27035	Burlington to Washington, Iowa	Burlington and Washington	53.04	6	172	8 6	8 0
27038	Maple River Junction to Mapleton, Iowa	Maple River Junction and Mapleton	60.20	6	311	12 2	12 0
27039	Turkey River to West Union, Iowa	Turkey River and West Union	59.04	6	209	12 2	10 0
27042	Indianola to Chariton, Iowa	Indianola and Chariton	34.67	6	119	11 3	8 0
27046	Fonda to Des Moines, Iowa	Fonda and Des Moines	114.72	6	223	13 0	13 0
27049	Pattersonville, Iowa, to Marion, Dak	Calmar and Chamberlain	62.90	6	1,310	22 0	25 0
	Marion to Running Water, Dak	Marion and Running Water	63.22	6	269	15 1	12 0
27051	Sumner to Hampton, Iowa	Sumner and Hampton	62.90	6	247	10 0	10 0
27052	Tama City to Algona, Iowa	Tama City and Algona	131.90	6	805	18 0	18 0
27053	Bellevue to Cascade, Iowa	Bellevue and Cascade	36.68	6	123	7 0	7 0
27060	Centreville to Albia, Iowa	Keokuk and Albia	27.87	6	109	13 6	12 0
	Albia to Des Moines, Iowa	Des Moines, Percy and Albia	66.81	6	109	13 6	12 0
27061	Bethany Junction, Iowa, to Albany, Mo	Chariton and Albany	47.26	6	400	12 3	12 0
27064	Fort Madison to Birmingham, Iowa	Fort Madison and Birmingham	41.81	6	76	6 4	6 6
27065	Thornburgh to Montezuma, Iowa	Muscatine and Montezuma	16.33	6	156	20 0	15 0
27066	Jewell to Lake City, Iowa	Jewell and Lake City	58.58	6	193	12 2	8 0
27067	Humeston to Shenandoah, Iowa	Humeston and Shenandoah	113.86	6	251	23 0	15 0
27070	Eagle Grove to Hawarden, Iowa	Eagle Grove and Hawarden	144.40	6	329	12 2	15 0
27072	Marion to Union Pacific Transfer, Iowa	Marion and Council Bluffs	261.90	6	656	20 7	25 0
27074	Red Oak to Eastport, Iowa	Red Oak and Eastport	51.17	6	649	15 4	12 0
27076	Somerset Junction to Winterset, Iowa	Des Moines and Winterset	27.04	6	378	9 0	9 0
27077	California Junction, Iowa, to Fremont, Nebr.	Missouri Valley and Valentine	32.23	6	647	17 9	18 0
27079	Marshalltown to Story City, Iowa	Marshalltown and Story City	39.55	6	73	10 0	8 0
27081	Boone to Des Moines, Iowa	Boone and Des Moines	43.26	6	113	7 6	8 0
27083	Clarinda to Northborough, Iowa	Clarinda and Corning	18.74	6	227	12 0	10 0
27084	Des Moines to Osceola, Iowa	Des Moines and Osceola	60.00	6	115	12 0	8 0
27086	Morning Sun to Oskaloosa, Iowa	Morning Sun and Oskaloosa	81.63	6	92	10 0	10 0
27087	Ruthven to Tara, Iowa	Ruthven and Des Moines	54.98	6	83	13 0	15 0
28015	Keokuk to Centreville, Iowa	Keokuk and Albia	90.75	6	246	17 0	12 0
	Centreville to Humeston, Iowa	Centreville and Humeston	41.30	6	177	10 6	10 0
28018	Mount Pleasant to Keokuk, Iowa	Mount Pleasant and Keokuk	49.45	6	96	18 3	8 0
28044	Burlington Junction to Bigelow, Mo	Villisca and Bigelow	32.39	6	205	12 4	12 0
28046	Northborough, Iowa, to Corning, Mo	Clarinda and Corning	27.66	6	205	12 0	10 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY JAMES E. WHITE, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
	OUTWARD.								INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.	
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	
							Lbs.	*Ft. in.*							*Lbs.*	*Ft. in.*		
27020	Marion, Iowa....	6.35 a. m.	31	6	2	4	234	0 6	Cedar Rapids, Iowa.	8.50 p. m.	36	6	2	0	65	0 6		
	Monticello, Iowa.	2.40 p. m.	21	6	3	0	28	0 6	Paralta, Iowa ...	7.10 a. m.	22	6	3	0	33	0 6		
27021	.....	.....	...	...	...	...	.....	.....	Independence, Iowa.	7.42 a. m.	7	6	6	0	68	0 6		
27022	Saint Ansgar, Iowa.	3.57 p. m.	17	6	6	0	126	0 6	Waterloo, Iowa..	1.00 a. m.	18	6	6	2	359	0 6		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mails.	
27025	Calmar, Iowa....	1.20 a. m.	3	6	10	2	385	0 9	Pattersonville, Iowa.	6.22 p. m.	4	6	10	0	145	0 6		
27027	Brush Creek, Iowa	5.35 a. m.	6	6	6	0	107	0 6	Monticello, Iowa.	10.30 a. m.	5	6	6	0	86	0 6		
27028	Savanna, Ill	9.29 a. m.	5	6	8	2	178	0 6	Sabula Junction, Iowa.	8.42 a. m.	4	6	3	0	48	0 6		
	....do	4.39 p. m.	3	6	3	2	145	0 6		5.54 p. m.	6	6	8	0	88	0 6		
	....do	2.35 a. m.	3	6	8	7	361	0 9	Marion, Iowa .	9.25 p. m.	2	6	8	1	112	0 6		
	....do	5.05 p. m.	1	1	1	2	133	0 6		5.15 a. m.	4	1	1	0	22	0 6		
27029	Sioux City, Iowa.	4.20 a. m.	4	7	12	4	449	1 0	Missouri Valley, Iowa.	8.10 p. m.	3	7	12	10	753	1 6		
27030	Ames, Iowa.....	11.40 a. m.	52	6	3	0	44	0 6	Des Moines, Iowa	3.25 p. m.	53	6	3	0	88	0 6		
	....do	1.30 a. m.	56	7	2	4	92	0 6	....do	11.15 p. m.	55	7	2	6	271	0 6		
27031	Fort Dodge, Iowa	6.00 a. m.	4	6	4	0	47	0 6	....do	1.40 p. m.	3	6	4	1	121	0 6		
27033	Des Moines, Iowa	9.05 p. m.	34	7	2	4	233	0 6	Albia, Iowa	2.15 a. m.	31	7	2	5	240	0 6		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
27035	Burlington, Iowa	1.10 p. m.	3	6	4	0	78	0 6	Winfield, Iowa ..	7.55 a. m.	4	6	4	0	44	0 6		
27038	Maple River Junction, Iowa.	7.15 a. m.	71	6	6	0	189	0 6	Mapleton, Iowa..	3.30 p. m.	72	6	6	0	86	0 6		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
27042	Indianola, Iowa..	6.35 p. m.	54	6	1	0	9	0 6	Chariton, Iowa ..	6.40 a. m.	53	6	1	0	13	0 6		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
27049	Patterson ville, Iowa.	12.45 p. m.	3	6	3	0	96	0 6	Marion, Dak.....	3.25 p. m.	4	6	3	0	45	0 6		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
27052	Tama City, Iowa.	7.40 p. m.	1	6	1	1	28	0 6	Toledo, Iowa	7.10 a. m.	2	6	1	...	23	0 6		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
27072	Marion, Iowa....	9.25 p. m.	1	7	3	1	95	0 6	Union Pacific Transfer, Iowa.	5.20 p. m.	4	7	2	0	31	0 6		
27074	Red Oak, Iowa...	7.15 a. m.	91	1	1	2	250	0 6	Eastport, Iowa ..	6.35 p. m.	92	1	1	0	24	0 6		
27076	Somerset Junction, Iowa.	8.35 a. m.	35	6	4	2	103	0 6	Winterset, Iowa .	12.35 p. m.	36	6	4	0	56	0 6		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.	

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SIXTH DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE.	
						Present.	Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
34001	Council Bluffs, Iowa, to Omaha, Nebr	Omaha and Ogden City Omaha and Denver	3.00	14	26,119	110 9	110 0
	Omaha to Valley, Nebr	Omaha and Ogden City Omaha and Denver Omaha and Stromsburgh	35.20	20	26,461	122 9	122 0
	Valley, Nebr., to Julesburgh, Colo	Omaha and Ogden City Omaha and Denver	332.80	14	26,119	110 9	110 0
	Julesburgh, Colo., to Ogden City, Utah	Omaha and Ogden City	664.20	7	22,801	60 0	60 0
34002	Oreopolis Junction to Hastings, Nebr	Omaha and Hastings	147.50	7	2,276	40 0	40 0
34003	Covington to Omaha, Nebr	Sioux City and Omaha	127.61	6	723	11 9	12 0
34004	Omaha to Oreopolis Junction, Nebr	Omaha and Hastings	17.76	7	1,186	40 0	40 0
34005	York to Nebraska City, Nebr	Central City and Nebraska City	105.39	6	337	18 4	15 0
	Nebraska City to Nemaha City, Nebr	Nebraska City and Tecumseh	32.30	6	138	12 6	10 0
34006	Crete to Beatrice, Nebr	Crete and Red Cloud	30.60	6	557	18 0	15 0
34008	Valley to Stromsburgh, Nebr	Omaha and Stromsburgh	90.78	6	342	12 0	12 0
34009	Hastings to Culbertson, Nebr	Hastings and Culbertson	172.27	6	976	7 0	15 0
34010	Fremont to Long Pine, Nebr	Missouri Valley and Valentine	212.69	6	647	17 9	18 0
34011	Central City to York, Nebr	Central City and Nebraska City	268.57	6	337	18 4	15 0
34012	Norfolk to Columbus, Nebr	Norfolk and Columbus	50.67	6	183	13 0	10 0
34015	North Loup to Grand Island, Nebr	North Loup and Grand Island	49.72	6	256	12 0	12 0
34016	Beatrice to Red Cloud, Nebr	Crete and Red Cloud	121.23	6	557	18 0	15 0
34017	Lost Creek to Albion, Nebr	Columbus and Albion	34.16	6	163	10 5	8 0
34018	Creighton to Norfolk, Nebr	Creighton and Norfolk	42.48	6	120	17 9	8 0
34019	Nemaha City to Tecumseh, Nebr	Nebraska City and Tecumseh	32.14	6	138	12 6	12 0
34021	Emerson to Norfolk, Nebr	Emerson and Norfolk	46.67	6	159	11 9	8 0
35001	Sioux City, Iowa., to Yankton, Dak	Sioux City and Yankton	67.71	6	433	12 10	12 0
35002	Marion to Chamberlain, Dak	Calmar and Chamberlain	111.88	6	1,693	22 0	25 0
35003	Everest, Dak., to Breckenridge, Minn	Mayville and Breckenridge	53.87	6	569	12 4	15 0
35005	Fargo to Grand Forks, Dak	Neche and Fargo	76.06	6	919	22 0	20 0
35006	Mayville to Everest, Dak	Mayville and Breckenridge	39.13	6	569	12 4	15 0
35007	Flandreau to Sioux Falls, Dak	La Crosse and Sioux Falls	39.17	6	1,373	21 1	25 0
35010	Columbia to Huron, Dak	Columbia and Huron	97.05	6	311	24 0	12 0
35011*a*	Neche to Grand Forks, Dak	Neche and Fargo	79.57	6	919	22 0	20 0
28001	Omaha, Nebr., to Atchison, Kans	Omaha and Atchison	165.50	7	.....	20 6	15 0
38007	La Salle to Denver, Colo	Omaha and Denver	46.00	7	3,318	50 0	50 0
38017	Julesburgh to La Salle, Colo	....do	150.80	7	3,318	50 0	50 0

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SEVENTH DIVISION,

27007	Creston, Iowa, to Hopkins, Mo	Creston and Saint Joseph	44.40	6	506	15 0	10 0
28001	Saint Louis to Kansas City	Saint Louis and Atchison	282.00	14	24,192	120 0	120 0
	Kansas City to Atchison	....do	47.75	6	1,525	60 0	20 0
	Kansas City to Pleasant Hill	Kansas City, Pleasant Hill, and Joplin	(1)	7	549	20 6	10 0
			(2)	....	.....	.....	.....
28002	Saint Louis to Bismarck	Saint Louis and Texarkana	77.03	14	9,848	98 6	80 0
		Saint Louis and Columbus	(3)	6	740	13 6	10 0
28003	Saint Louis to Pierce City	Saint Louis and Halstead	290.75	7	2,845	50 0	30 0
	Saint Louis to Springfield	Saint Louis and Springfield	(4)	6	896	20 6	10 0
	Pierce City, Mo., to Vinita, Ind. T	Pierce City and Vinita	73.50	7	349	20 6	7 0
28004	Saint Louis to Kansas City	Saint Louis, Moberly, and Kansas City	278.10	7	5,299	25 10½	80 0
	Saint Louis to Saint Peter's	Keokuk and Saint Louis	(5)	6	1,743	20 0	15 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY JAMES E. WHITE, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.

Number of route.	OUTWARD. Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	INWARD. Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft. in.*							*Lbs.*	*Ft. in.*	
34001	Denver Junction, Colo.	11.40 a. m.	1	7	6	25	847	2 0	Ogden, Utah.....	9.00 p. m.	4	7	6	10	294	0 9	
34002	Oreopolis Junction, Nebr.	7.15 p. m.	3	6	4	...	152	0 6	Hastings, Nebr ..	10.30 p. m.	4	6	4	...	123	0 6	
34003	Covington, Nebr.	3.50 p. m.	5	6	3	...	108	0 6	Coburn Junction, Nebr.	8.00 a. m.	10	6	3	...	55	0 6	
.....	...do	2.35 p. m.	11	6	1	...	22	0 6	Emerson, Nebr ..	10.35 a. m.	12	6	1	...	15	0 6	
34004	Omaha, Nebr	6.35 p. m.	3	6	2	...	56	0 6	Oreopolis Junction, Nebr.	8.50 a. m.	4	6	2	...	34	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No express mail.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
34009	Red Cloud, Nebr.	7.35 a. m.	39	7	1	...	25	0 6	Culbertson, Nebr	3.16 p. m.	40	7	1	...	18	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
34016	Wymore, Nebr...	4.00 a. m.	39	7	6	...	145	0 6	Red Cloud, Nebr	7.30 p. m.	40	7	6	...	98	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	Do.

RAILWAY MAIL SERVICE, BY E. W. WARFIELD, SUPERINTENDENT.

27007	Creston, Iowa ...	5.15 a. m.	10	7	2	3	145	0 6	Hopkins, Mo	8.45 p. m.	9	7	2	1	78	0 6	
28001	Kansas City, Mo.	9.15 p. m.	1	7	12	26	1,379	3 0	Atchison, Kans ..	3.20 a. m.	2	7	6	9	337	1 0	[1] 34⅝ miles covered by Saint Louis and Atchison R. P. O.
.....	....do	9.00 a. m.	3	1	12	30	1,531	3 0	....do	3.25 p. m.	4	1	6	8	300	1 0	
.....	....do	5.10 p. m.	33	6	1	1	14	0 4	Leavenw'th, Kans.	8.18 a. m.	34	6	1	1	32	0 4	
.....	Pleasant Hill, Mo.	7.00 a. m.	123	7	3	...	37	0 4	Kansas City, Mo.	6.20 p. m.	124	7	3	...	60	0 6	[2] 165.50 miles; remainder of route shown in sixth division.
									Kirkwood, Mo ...	9.55 a. m.	12	6	1	...	26	0 4	
28002	Saint Louis, Mo..	8.22 p. m.	605	7	6	2	188	0 6	Bismarck, Mo	2.35 a. m.	606	7	5	...	112	0 6	[3] 77.03 miles covered by Saint Louis and Texarkana R. P. O.
.....	....do	4.30 p. m.	609	6	1	...	14	0 4	De Soto, Mo	6.20 a. m.	610	6	1	...	9	0 4	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28003.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	[4] 240 miles covered by Saint Louis and Halstead R. P. O.
28004	Saint Louis, Mo..	9.00 p. m.	5	7	30	50	2,113	4 0	Kansas City, Mo.	7.45 p. m.	4	7	12	20	908	1 6	[5] 32.20 miles covered by Saint Louis, Moberly and Kansas City R. P. O.
.....	....do	8.15 p. m.	19	7	12	16	714	1 6	Saint Peters, Mo.	5.00 a. m.	20	7	16	...	142	0 6	
	....do	8.30 p. m.	7	7	20	32	1,297	2 0	Brunswick, Mo ..	1.05 a. m.	8	7	15	14	572	1 0	
	....do	4.20 p. m.	1	6	2	1	127	0 6	Wellsville, Mo...	6.47 a. m.	6	6	2	1	87	0 6	

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SEVENTH DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE.	
						Present.	Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
28005	Quincy, Ill., to Cameron, Mo	Quincy and Kansas City	171.00	7	4,747	40 0	80 0
	Cameron to Saint Joseph	Cameron, Saint Joseph and Atchison	36.15	7	1,160	13 6	10 0
28006	Kansas City, Mo., to Union Pacific Transfer, Iowa.	Council Bluffs and Kansas City	203.50	7	3,461	22 0	20 0
28007	Moberly, Mo., to Ottumwa, Iowa	Ottumwa and Moberly	130.81	7	860	21 7	10 0
28010	Kansas City to Cameron	Quincy and Kansas City	55.78	7	4,014	40 0	80 0
28011	Sedalia, Mo., to Denison City, Tex	Hannibal and Denison	434.51	7	3,361	50 0	30 0
	Sedalia to Parsons	Sedalia and Parsons	(1)	7	2,681	22 0	25 0
28012	Saint Joseph to North Lexington	Lexington and Saint Joseph	76.86	7	547	21 5	10 0
28013	Brunswick, Mo., to Council Bluffs, Iowa	Brunswick and Council Bluffs	223.88	6	1,667	25 8	10 0
28014	Hannibal to Sedalia	Hannibal and Denison	142.85	7	1,577	50 0	20 0
28016	Pleasant Hill, Mo., to Cedar Junction, Kans.	Pleasant Hill and Cedar Junction	46.84	6	93	10 0	5 0
28017	Sedalia to Lexington	Sedalia and Kansas City	56.23	6	284	20 6	7 0
28018	Keokuk, Iowa, to Saint Peter's, Mo	Keokuk and Saint Louis	[1]136.20	6	1,868	20 0	15 0
28019	Quincy, Ill., to Trenton, Mo	Quincy and Trenton	137.71	6	437	21 7	10 0
28020	Pierce City, Mo., to Halstead, Kans	Saint Louis and Halstead	243.73	7	1,249	50 0	30 0
28020 Br'ch.	Joplin, Mo., to Galena, Kans	Girard and Galena	9.87 [1]10.78	7	54	20 5	5 0
28021	Mexico to Cedar City	Mexico and Jefferson City	50.41	6	141	17 6	5 0
28022	Roodhouse, Ill., to Mexico, Mo	Saint Louis, Louisiana and Kansas City	89.83	7	1,256	25 0	15 0
28023	Cuba to Salem	Cuba and Salem	40.98	6	275	7 0	7 0
28024	Holden, Mo., to Paola, Kans	Holden and Le Roy	54.53	6	754	20 6	10 0
28026	Bismarck, Mo., to Texarkana, Ark	Saint Louis and Texarkana	415.21	14	9,694	98 6	80 0
28027	Cairo, Ill., to Poplar Bluff, Mo	Cairo and Poplar Bluff	74.66	6	346	11 0	10 0
28028	Saint Joseph to Hopkins	Creston and Saint Joseph	59.18	6	385	15 4	10 0
28029	Hannibal to Gilmore	Hannibal and Gilmore	85.85	6	121	12 0	5 0
28030	Saint Joseph, Mo., to Atchison, Kans	Cameron, Saint Joseph and Atchison	22.18	7	637	13 0	10 0
28032	Atchison, Kans., to Edgerton Junction, Mo	Cameron, Plattsburgh and Atchison	30.00	7	494	15 0	10 0
28033	Lexington to Kansas City	Sedalia and Kansas City	43.35	6	190	20 6	7 0
28034	Bismarck, Mo., to Columbus, Ky	Saint Louis and Columbus	121.32	6	706	13 6	10 0
28036	Fort Scott, Kans., to Springfield, Mo	Springfield and Fort Scott	105.42	7	515	25 0	10 0
	Springfield to Spring City	Spring City and Springfield	140.43	6	202	18 0	10 0
28037	Saint Joseph to Albany	Saint Joseph and Albany	51.92	6	252	7 0	7 0
28038	Mexico to Kansas City	Saint Louis, Louisiana and Kansas City	164.69	7	918	25 0	15 0
28039	Pierce City, Mo., to Fort Smith, Ark	Pierce City and Fort Smith	139.74	7	815	20 6	15 0
28040	Pleasant Hill to Joplin	Kansas City, Pleasant Hill and Joplin	132.72	7	613	20 6	10 0
28047	Jefferson City to Aurora Springs	Jefferson City and Aurora Springs	38.35	6	128	10 5	5 0
28051	Bird's Point, Mo., to Jonesborough, Ark	Cairo and Jonesborough	125.00	6	162	26 0	15 0
29001	Hopefield to Little Rock	Memphis and Little Rock	135.88	7	1,747	22 8	15 0
29002	Helena to Clarendon	Helena and Clarendon	48.20	6	134	9 2	5 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY E. W. WARFIELD, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																			
	OUTWARD.								INWARD.										
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.		
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26		
							Lbs.	*Ft. in.*							*Lbs.*	*Ft. in.*			
28005	Quincy, Ill	10.50 p. m.	3	7	18	15	2,450	4 0	Saint Joseph, Mo.	7.20 p. m.	4	7	4	3	132	0 6			
.....	Cameron, Mo	6.40 a. m.	3	7	4	10	406	1 0	Cameron, Mo	9.33 p. m	4	7	12	20	904	1 6			
28006	Saint Joseph, Mo.	9.15 a. m.	6	6	1	1	31	0 4	Kansas City, Mo.	9.10 p. m.	3	6	35	50	2,064	4 0			
	....do	2.00 a. m.	4	6	25	12	766	1 6	....do[1]	10.25 p. m.	7	7	12	...	188	0 6	[1] Burlington and Missouri River, and Nebraska Railroad trains.		
	Bigelow, Mo	10.00 a. m.	14	6	2	2	60	0 6	Saint Joseph, Mo.	3.30 p. m.	13	6	4	2	127	0 6			
	[1]East Atchison, Mo.	4.35 a. m.	8	7	12	...	89	0 6											
28007	Ottumwa, Iowa	6.15 p. m.	8	6	3	4	111	0 6	Moberly, Mo	2.30 a. m.	7	6	8	6	323	1 0			
28010	Cameron, Mo	6.07 a. m.	3	7	15	45	1,739	3 0	Kansas City, Mo.	7.00 p. m.	4	7	12	25	800	1 6	[1] Chicago, Rock Island and Pacific Railway trains.		
	....do	7.00 a. m.	[1]1	7	6	2	96	0 6	....do	6.40 p. m.	[1]2	7	6	...	115	0 6			
	....do	7.00 p. m.	[1]5	6	5	3	166	0 6	....do	6.35 a. m.	[1]6	6	5	5	270	1 0			
28011	Parsons, Kans	12.20 p. m.	153	7	11	50	1,811	3 0	Denison City, Tex.	2.40 a. m	154	7	5	30	920	1 6	[1] 159.20 miles covered by Hannibal and Denison R. P. O.		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28012.		
28013	Brunswick, Mo	2.35 a. m.	7	7	12	28	1,030	2 0	Council Bluffs, Iowa.	4.50 p. m.	8	7	6	16	532	1 0			
28014	Hannibal, Mo	10.50 p. m.	153	7	6	5	249	0 6	Sedalia, Mo	10.25 p. m.	154	7	6	2	111	0 6			
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28016.		
28017	Sedalia, Mo	5.00 p. m.	45	6	1	...	10	0 4	.....	.....	...	...	...	...	.....	.....			
28018	Hannibal, Mo	1.20 a. m.	3	7	6	1	142	0 6	Saint Peter's, Mo.	9.50 p. m.	4	7	12	16	711	1 6	[1] 50.55 miles of route in sixth division.		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28019.		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28020.		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	..	...	...	...	.....	.....	[1]Closed-pouch service only over 10.78 miles of this route.		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28021.		
28022	Roodhouse, Ill	11.35 p. m.	50	7	14	8	578	1 0	Mexico, Mo	12.40 a. m.	49	7	6	3	180	0 6			
28023	Cuba, Mo	6.20 a. m.	3	6	1	1	30	0 4	Salem, Mo	4.00 p. m.	4	6	1	...	12	0 4			
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28024.		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28026.		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28027.		
28028	Hopkins, Mo	7.05 a. m.	10	7	3	4	192	0 6	Saint Joseph, Mo.	6.40 p. m.	9	7	3	2	86	0 6			
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28029.		
28030	Saint Joseph, Mo.	8.45 a. m.	3	7	4	5	212	0 6	Atchison, Kans	6.05 p. m.	4	7	4	1	82	0 6			
28032	Edgerton Junction, Mo.	8.40 p. m.	5	6	3	2	83	0 6	....do	6.00 a. m.	6	6	3	1	49	0 4			
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28033.		
28034	Bismarck, Mo	12.20 a. m.	605	7	6	...	87	0 6	Columbus, Ky	7.30 p. m.	606	7	2	...	49	0 4			
28036	Springfield, Mo	10.45 p. m	4	7	1	1	3[illegible]	0 4	Fort Scott, Kans.	10.45 p. m.	3	7	1	1	49	0 4			
28037	Saint Joseph, Mo.	3.20 p. m.	3	6	3	...	25	0 4	Albany, Mo	7.00 a. m.	4	6	2	...	22	0 4			
28038	Mexico, Mo	2.57 a. m.	50	7	10	8	498	1 0	Kansas City, Mo	6.40 p. m.	49	7	10	...	167	0 6			
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28039.		
28040	Pleasant Hill, Mo	7.30 p. m.	124	7	4	3	145	0 6	Joplin, Mo	11.50 p. m.	123	7	3	2	113	0 6			
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28047.		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 28051.		
29001	Hopefield, Ark	5.40 a. m.	3	7	5	30	900	1 6	Little Rock, Ark.	10.50 p. m.	4	7	10	8	350	1 0			
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 29002.		

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SEVENTH DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE.	
						Present.	Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
29003	Argenta to Fort Smith	Little Rock and Fort Smith	167.15	6	1,106	18 0	15 0
29004	Trippe to Warren, Ark	Little Rock and Warren	49.25	6	237	14 0	10 0
29007	Little Rock to Trippe	do	105.61	6	545	14 0	10 0
			[1]7.00				
29008	Helena to Forest City	Knobel and Helena	43.90	7	121	14 8	7 0
29012	Knobel to Forest City	do	97.02	7	277	14 8	7 0
31001	Houston to Galveston	Houston and Galveston	50.90	14	1,250	30 6	20 0
31002	Houston to San Antonio	Houston and Del Rio	218.01	7	1,481	15 6	20 0
31003	Houston to Denison City	Denison and Houston	337.64	7	3,336	17 6	20 0
31004	Hempstead to Austin	Hempstead and Austin	116.22	7	575	14 0	10 0
31005	Bremond to Cisco	Bremond and Cisco	197.76	7	482	14 0	10 0
			[1]33.28				
31006	Longview to Houston	Texarkana and Houston	236.23	7	2,793	22 0	30 0
	Troupe to Houston	Denison, Troupe, and Houston	([1])	7	800	21 0	15 0
31007	Palestine to Laredo	Palestine and Laredo	414.54	7	2,632	23 0	30 0
31009	Shreveport, La., to Marshall, Tex	Shreveport and Marshall	39.90	7	201	17 0	7 0
	Marshall to El Paso	Texarkana and El Paso	794.57	7	2,800	21 0	30 0
	Marshall to Longview	Texarkana and Houston	([1])	7	2,873	22 0	30 0
31010	Marshall, Tex., to Texarkana, Ark	Texarkana and El Paso	72.26	7	3,302	21 0	30 0
	do	Texarkana and Houston	([1])	7	3,000	22 0	30 0
31011	Whitesborough, Tex., to Texarkana, Ark	Texarkana, Whitesborough, and Fort Worth	173.67	7	824	17 0	15 0
31013	Jefferson to McKinney	Jefferson and McKinney	152.54	6	235	12 6	7 0
31016	Corpus Christi to Laredo	Corpus Christi and Laredo	161.75	6	345	12 0	7 0
31017	Denison to Mineola	Denison, Troupe, and Houston	102.84	7	639	21 0	15 0
31022	Denison City to Whitesborough	Denison and Taylor	25.30	7	1,246	22 0	20 0
			[1]15.21				
31023	Houston to Nacogdoches	Nacogdoches and Houston	140.25	6	171	14 6	10 0
31025	Texarkana, Ark., to Waco, Tex	Texarkana and Waco	258.67	7	480	10 4	10 0
			[1]45.75				
31027	Galveston to Temple	Fort Worth and Galveston	218.36	7	398	20 6	15 0
	Temple to Lampasas	Temple and Lampasas	56.74	7	300	18 0	10 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY E. W. WARFIELD, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
OUTWARD.									INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.	
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	
							Lbs.	*Ft. in.*							*Lbs.*	*Ft. in.*		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	..	...	.....	.....	No closed mails carried on route 29003.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 29004.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails over this portion of route 29007.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	[1] Closed pouch service only between Trippe and Arkansas City, 7 miles.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 29008.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 29012.	
31001	Houston, Tex....	6.25 p. m.	499	7	2	3	150	0 6	Galveston, Tex ..	5.10 p. m.	452	7	2	5	300	1 0		
31002	.....do	6.30 p. m.	18	7	1	1	50	0 4	San Antonio, Tex.	4.45 p. m.	17	7	1	1	50	0 4		
31003	Denison City, Tex	2.00 p. m.	4	7	26	30	1,600	3 0	Houston, Tex....	7.15 p. m.	3	7	14	20	800	1 6		
31004	Hempstead, Tex .	9.10 p. m.	23	7	3	3	175	0 6	Austin, Tex	5.55 p. m.	24	7	2	1	50	0 4		
31005	Bremond, Tex...	2.30 p. m.	31	7	1	2	93	0 6	Waco, Tex	8.25 a. m.	32	7	1	1	65	0 6		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	[1] 33.28 miles closed pouch service only; Cisco to Albany.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 31006.	
31007	Taylor, Tex.....	2.00 p. m.	501	7	3	20	750	1 6	San Antonio, Tex.	7.45 a. m.	504	7	2	15	400	1 0	[1] Distance 196.52 miles covered by Texarkana and Houston R. P. O.	
31009	Dallas, Tex.....	2.25 p. m.	305	6	4	1	125	0 6	Dallas, Tex.....	11.30 a. m.	306	6	6	3	200	0 6		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	[1] Distance 22.90 miles covered by Texarkana and El Paso R. P. O.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 31010.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	[1] Distance 72.26 miles covered by Texarkana and El Paso R. P. O.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 31011.	
.....	.....	.....	..	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 31013.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 31016.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 31017.	
31022	Denison, Tex	2.45 p. m.	181	7	5	3	200	0 6	Whitesborough, Tex.	6.00 a. m.	182	7	4	1	100	0 6		
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	[1] 15.21 miles of route closed pouch service only; Whitesborough to Gainesville.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 31023.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	[1] 45.75 miles of route closed pouch service only; Waco to Gatesville.	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 31027.	

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SEVENTH DIVISION,

RAILWAY POST-OFFICES.							
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
31028	Whitesborough to Taylor	Dennison and Taylor	234.43	7	1,513	22 0	20 0
	Whitesborough to Fort Worth	Texarkana, Whitesborough, and Fort Worth	(1)	7	300	17 0	17 0
31030	Dallas to Denton	Denton and Dallas	37.85	6	145	10 6	5 0
31032	Mineola to Troup	Denison, Troup, and Houston	44.54	7	968	21 0	15 0
31033	Temple to Fort Worth	Fort Worth and Galveston	128.30	7	397	20 6	15 0
31035	Dallas to Cleburne	Dallas and Cleburne	55.05	7	45	13 0	5 0
31036	Rosenburg to Victoria	Rosenburg and Victoria	91.85	7	318	14 4	10 0
31037	Fort Worth to Wichita Falls	Wichita Falls and Fort Worth	115.44	7	414	17 0	10 0
31038	Austin to Burnet	Burnet and Austin	60.95	6	319	8 8	7 0
31039	San Antonio to Del Rio	Houston and Del Rio	172.12	7	291	15 6	10 0
33001	Kansas City, Mo., to Denver, Colo	Kansas City and Denver	303.54	14	5,818	48 0	50 0
			337.12	7	.....	24 0	25 0
33002	Lawrence to Leavenworth	Leavenworth and Burlington	35.05	6	452	18 2	10 0
33003	Atchison to Waterville	Atchison and Lenora	100.40	7	2,006	22 3	25 0
33004	Lawrence to Ottawa	Leavenworth and Burlington	27.10	6	322	18 2	10 0
	Ottawa to Cherryvale	Kansas City and Harper	97.03	6	1,202	20 0	20 0
			[1]17.44				
33005	Cherryvale to Wellington	....do	112.97	6	889	20 0	20 0
			[1]18.22				
33006	Waseca Junction (n. o.) to Ottawa	....do	46.63	6	1,540	20 0	20 0
33007	Saint Joseph, Mo., to Grand Island, Nebr	Saint Joseph and Grand Island	252.88	7	830	20 0	15 0
33008	Kansas City to Joplin, Mo	Kansas City and Joplin	176.06	7	1,800	20 0	15 0
			[1]6.50				
33009	Junction City to Parsons	Junction City and Parsons	157.86	6	481	14 6	10 0
33010	Atchison to Topeka	Atchison and Topeka	52.31	6	413	13 6	10 0
	Topeka, Kans., to South Pueblo, Colo	Kansas City and Pueblo	568.19	7	4,000	49 6	30 0
	Topeka, Kans., to La Junta, Colo	Kansas City and Deming	(1)	7	5,451	21 3	30 0
33011	Newton to Arkansas City	Newton and Caldwell	78.56	6	997	13 6	15 0
33012	Atchison, Kans., to Columbus, Nebr	Columbus and Atchison	221.36	6	705	19 8	10 0
33013	Leavenworth to Miltonvale	Leavenworth and Miltonvale	168.02	6	469	15 6	10 0
33014	Lawrence to Carbondale	Lawrence and Carbondale	32.96	6	63	(1)	5 0
33015	Junction City to Concordia	Concordia and Junction City	73.19	7	372	14 6	7 0
33016	Topeka, Kans., to Kansas City, Mo	Kansas City and Pueblo	68.62	7	4,000	49 6	30 0
	.....Do	Kansas City and Deming	(1)	7	5,520	21 3	30 0
33017	Florence to Douglas	Florence and Douglas	54.58	6	272	12 0	7 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY E. W. WARFIELD, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.																		
OUTWARD.									INWARD.									
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft. in.*							*Lbs.*	*Ft. in.*	
																	No closed mails carried on route 31028.
																	[1] Distance 71 miles, covered by Dennison and Taylor R P. O.
31030	Denton, Tex	1.30]	193	6	2	1	45	0 4	Dallas, Tex	7.15 a. m.	194	6	2	1	50	0 4	
																	No express mails carried on route 31032.
31033	Fort Worth, Tex.	10 a. m.	8	7	3	...	65	0 6	Temple, Tex	8.25 a. m.	7	7	3	...	40	0 4	
																	No closed mails carried on route 31035.
																	No closed mails carried on route 31036.
																	No closed mails carried on route 31037.
																	No closed mails carried on route 31038.
																	No closed mails carried route 31039.
33001	Ellis, Kans	11.00 a. m.	103	7	8	35	1,710	3 0	Denver, Colo	2.30 a. m.	104	7	3	5	200	0 6	
33002	Leav'nw'th Kans.	9.20 a. m.	121	1	2	1	50	0 4	Lawrence, Kans	4.05 p. m.	122	1	2	...	40	0 4	
																	No closed mails carried on route 33003.
																	No closed mails carried over this portion of route 33004.
																	[1] 17.44 miles, Cherryvale to Coffeyville closed-pouch service only.
																	No closed mails carried over this portion of route 33005.
																	[1] 18.22 miles, Wellington to Hunnewell closed-pouch service only.
33006	Waseca Junction (n. o.), Kans.	6.30 p. m.	3	7	1	1	51	0 6	Olathe, Kans	8.10 a. m.	4	7	1	...	19	0 4	
33007	Saint Joseph, Mo	6.00 p. m.	5	6	5	...	60	0 6	Grand Isl'd, Nebr	7.30 p. m.	2	7	1	1	40	0 4	
33007	Hastings, Nebr..	6.15 a. m.	1	7	1	1	30	0 4	Hiawatha, Kans	6.40 a. m.	6	6	3	...	45	0 4	
33008	Kansas City, Mo.	6.00 p. m.	3	7	7	8	483	1 0	Paola, Kans	6.40 a. m.	4	7	5	3	250	0 6	[1] 6.50 miles, Joplin to Webb City closed-pouch service only.
																	No closed mails carried on route 33009.
33010	La Junta, Colo...	10.05 p. m.	5	7	14	15	500	1 0	S. Pueblo, Colo..	3.00 a. m.	6	7	14	8	300	1 0	[1] 504.40 miles, covered by Kansas City and Pueblo R. P. O.
33011	Newton, Kans ...	8.05 p. m.	83	6	1	1	50	0 4	Wichita, Kans...	1.50 p. m.	82	6	1	1	35	0 4	
33012	Table Rock, Nebr	12.45 a. m.	40	7	16	...	175	0 6	Atchison, Kans ..	11 40 p. m.	39	7	18	3	300	1 0	
																	No closed mails on route 33013.
																	[1] Mails handled in caboose.
																	No closed mails on route 33014.
33015	Clay Centre, Kans	8.30 p. m.	134	6	1	...	11	0 4	Junct. City, Kans	6.15 a. m.	133	6	1	...	15	0 4	
																	No closed mails carried on route 33016.
																	[1] 68.62 miles, covered by Kansas City and Pueblo R. P. O.
																	No closed mails carried on route 33017.

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SEVENTH DIVISION,

RAILWAY POST-OFFICES.							
Number of route,	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE. Present.	LINEAR CAR SPACE. Estimated necessary.
1	2	3	4	5	6	7	8
					Lbs.	*Ft. in.*	*Ft. in.*
33019	Ottawa to Burlington	Leavenworth and Burlington	46.95	6	278	18 2	10 0
33020	Girard, Kans., to Joplin, Mo	Girard and Galena	38.69	7	155	20 6	5 0
33021	Waterville to Greenleaf	Atchison and Lenora	13.50 [1]7.12	7	1,729	22 3	25 0
33022	Greenleaf to Concordia	do	42.05	7	1,612	22 3	25 0
33023	Emporia to Howard	Emporia and Howard	76.59	6	295	12 0	7 0
33024	Cherryvale to Arcadia	Arcadia and Cherryvale	75.99	7	217	18 0	7 0
33025	Solomon City to Beloit	Beloit and Solomon City	57.83	7	278	14 0	7 0
33026	Concordia to Lenora	Atchison and Lenora	138.54	7	1,403	22 3	25 0
33028	Salina to McPherson	Salina and McPherson	37.07	7	148	14 8	5 0
33030	Florence to Ellinwood	Florence and Ellinwood	98.87	6	315	12 0	7 0
33031	Paola to Le Roy Junction	Holden and Le Roy	61.40	6	598	20 6	10 0
33034	Burlingame to Manhattan	Manhattan and Burlingame	57.21	6	145	12 0	5 0
33035	Wellington to Harper	Kansas City and Harper	35.89	6	164	20 0	20 0
33036	Fort Scott to El Dorado	Fort Scott and El Dorado	127.97	6	268	14 6	7 0
33037	Mulvane to Caldwell	Newton and Caldwell	38.30	6	543	13 6	15 0
38001	Denver to Pueblo	Denver, Pueblo, and Leadville	120.00	7	2,070	35 8	20 0
	Pueblo to Cucharas	Pueblo and Silverton	49.70 [1]37.20	7	1,062	26 0	15 0
38003	Denver to Fort Collins	Fort Collins and Denver	91.01	7	1,000	12 0	15 0
	Denver to Golden Junction	Denver and Georgetown	(1)	7	746	16 3	10 0
38004	Cucharas to Antonito	Pueblo and Silverton	109.40 [1]91.42	7	1,060	26 0	15 0
38005	Denver to Leadville	Denver and Leadville	172.25	7	861	15 0	10 0
38006	La Junta, Colo., to Deming, N. Mex	Kansas City and Deming	578.71	7	3,348	21 3	30 0
38007	Denver to Cheyenne	Cheyenne, Brighton, and Denver	106.86	7	1,481	24 0	15 0
38012	Salida to Grand Junction, Colo	Salida and Grand Junction	207.50	7	1,302	22 0	15 0
38014	Nathrop to Gunnison	Buena Vista and Gunnison	66.15	7	305	15 0	7 0

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY E. W. WARFIELD, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.

OUTWARD.									INWARD.									Remarks.
Number of route.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft. in.*							*Lbs.*	*Ft. in.*	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33019.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33020.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	[1]7.12 miles closed-pouch service only, Greenleaf to Washington.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33022.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33023.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33024.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33025.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33026.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33028.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33030.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33031.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33034.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33035.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33036.
.....	.....	.....	..	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 33037.
38001	Denver, Colo	7.15 p. m.	3	7	20	10	525	1 0	So. Pueblo, Colo	2.10 a. m.	4	7	19	5	250	0 6	[1]37.20 miles closed-pouch service only, Cucharas to El Moro.
38001	....do	1.45 p. m.	5	7	4	3	150	0 6	....do	7.15 a. m.	6	7	4	9	500	1 0	
38001	....do	7.50 p. m.	7	7	5	6	300	1 0	....do	4.25 a. m.	8	7	6	4	250	0 6	
38001	Pueblo, Colo.....	2.00 p. m.	11	6	5	...	75	0 6	Cucharas, Colo ..	10 40 a. m.	12	6	5	1	60	0 6	
38003	Golden, Colo	10.15 a. m.	234	6	5	2	125	0 6	Denver, Colo	3.30 p. m.	233	6	5	4	300	1 0	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	[1]18.60 miles covered by Fort Collins and Denver.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	...	.....	[1]91.42 miles closed-pouch service only. Antonito to Espanola.
38005	Denver, Colo	8.00 p. m.	7	7	7	9	425	1 0	Leadville, Colo ..	7.00 p. m	8	7	4	3	175	0 6	
38005	....do	10.00 a. m.	1	7	1	...	30	0 4	Bear Creek Junction.	8.46 a. m.	2	7	1	...	20	0 4	
38005	....do	5.25 p. m.	3	6	1	...	25	0 4	....do	3.30 p. m.	4	6	1	...	20	0 4	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 38006.
38007	Cheyenne, Wyo .	9.00 p. m.	204	7	5	5	300	1 0	Denver, Colo	1.15 p. m.	203	7	5	4	250	0 6	
38007	Brighton, Colo ..	10.05 a. m.	206	7	4	1	75	0 6	....do	4.35 p. m.	205	7	4	1	85	0 6	
38007	La Salle Junction	.....	(1)	...	15	...	160	0 6	....do	.....	...	...	15	1	175	0 6	[1]Express trains on Omaha and Denver R. P. O.
38012	Salida, Colo	9.55 a. m.	91	7	2	...	50	0 4	Poncho Springs, Colo.	5.00 a. m.	92	7	2	...	40	0 4	
38012	....do	7.15 p. m.	93	6	4	1	100	0 6	....do	2.30 p. m.	94	6	4	1	75	0 6	
38012	....do	7.30 a. m.	87	7	6	3	275	1 0	Mears, Colo.....	4.20 p. m.	88	7	6	1	150	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 38014.

Statistics of railway mail transportation June 30, 1883.

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, SEVENTH DIVISION,

RAILWAY POST-OFFICES.								
Number of route.	Termini.	Railway mail service designation.	Miles.	Trips per week.	Outward weight, from initial point, per day at last weighing.	LINEAR CAR SPACE.		
						Present.	Estimated necessary.	
1	2	3	4	5	6	7	8	
					lbs.	*Ft.* *in.*	*Ft.* *in.*	
38019	South Pueblo to Leadville	Denver, Pueblo, and Leadville	158.92	7	2,422	35 8	20 0	
	Nathrop to Buena Vista	Buena Vista and Gunnison	(1)	7	305	15 0	7 0	
38020	Golden to Georgetown	Denver and Georgetown	35.12	7	706	16 3	10 0	
38023	Denver to Pueblo	Denver and Pueblo	125.98	7	345	24 6	10 0	
38025	Manitou Junction to Colorado Springs	....do....	9.64	14	147	24 6	10 0	
39002	Antonito to Silverton, Colo	Pueblo and Silverton	215.66	7	670	26 0	15 0	
39003	Albuquerque, N. Mex., to Williams, Ariz	Albuquerque and Williams	380.12	7	172	14 0	10 0	

STATEMENT OF SERVICE AND ESTIMATE OF SPACE REQUIRED, EIGHTH DIVISION,

36001	Silver Bow to Deer Lodge, Mont	Deer Lodge and Ogden	33.90	7	1,063	40 0	40 0	
40001	Yuma, Ariz., to Deming, N. Mex	Deming and San Francisco	490.33	7	1,652	55 1¾	40 0	
40002	Benson to Isaacson, Ariz	Benson and Isaacson	87.80	6	365	20 0	20 0	
41001	Salt Lake to Ogden, Utah	Ogden and Salt Lake	36.50	14	727	14 2	14 2	
41003	Ogden, Utah, to Silver Bow, Mont	Deer Lodge and Ogden	409.40	7	2,783	40 0	40 0	
Pt. of 41005	Salt Lake to Juab, Utah	Salt Lake and Juab	105.03	7	1,137	15 0	15 0	
43001	Portland, Oreg., to Tacoma, Wash	Tacoma and Portland	139.83	6	1,035	22 6	22 6	
43004	Wallula to Walla Walla, Wash	Walla Walla and Portland	30.90	6	799	19 2	40 0	
43009	Wallula, Wash., to Pend d'Orielle, Idaho	Pend d'Oreille and Wallula	231.00	6	313	19 2	40 0	
44001	Portland to Riddles, Oreg	Portland and Riddles	227.26	6	1,302	20 5¼	40 0	
44002	Portland to Corvallis, Oreg	Portland and Corvallis	97.00	6	555	10 0	10 0	
44005	Portland, Oreg., to Wallula, Wash	Walla Walla and Portland	213.70	6	1,925	19 2	40 0	
45001	Reno to Virginia City, Nev	Reno and Virginia City	51.75	7	1,239	18 11	18 11	
46001	San Francisco, Cal., to Ogden, Utah	Ogden and San Francisco	833.35	7	14,677	76 5⅜	76 5⅜	
	San Francisco to Sacramento, Cal	Sacramento, Benicia and San Francisco	89.79	7				
46002	San Francisco to Soledad, Cal	San Francisco and Soledad	142.90	7	1,476	17 0	17 0	
46003	Roseville to Redding, Cal	Redding and Sacramento	151.60	7	4,598	55 1⅜	40 0	
46005	Sacramento to Shingle Springs, Cal	Shingle Springs and Sacramento	49.72	6	307	6 6	10 0	
46008	Calistoga to Vallejo Junction, Cal	Calistoga and Vallejo Junction	43.78	12	446	10 0	10 0	
46010	Lathrop to Goshen, Cal	Deming and San Francisco	146.30	7	2,843	55 1¼	40 0	
46011	San Francisco to Cloverdale, Cal	Cloverdale and San Francisco	90.00	7	1,044	10 3	10 3	
46012	Stockton to Milton, Cal	Milton and Stockton	30.00	6	473	10 0	10 0	
46014	Goshen, Cal., to Yuma, Ariz	Deming and San Francisco	503.33	7	2,905	55 1⅜	40 0	
Pt. of 46016	San Francisco to Duncan's Mills, Cal	Duncan's Mills and San Francisco	80.25	7	483	8 0	10 0	
46017	Los Angeles to Santa Ana, Cal	Los Angeles and Santa Ana	33.60	7	791	8 4	10 0	
46022	Davisville to Tehama, Cal	Tehama and Davisville	111.56	6	681	8 9½	18 0	
46028	San Francisco to Sacramento, Cal	Sacramento and San Francisco	139.67	7	1,678	17 11	17 11	
46031	San Francisco to Santa Cruz, Cal	San Francisco and Santa Cruz	83.20	6	777	8 0	10 0	
46032	Port Costa to Lathrop, Cal	Deming and San Francisco	62.17	7	2,762	55 1⅜	40 0	
46037	National City to Colton, Cal	Colton and National City	126.89	6	305	8 2	8 2	

Statistics of railway mail transportation June 30, 1883.

RAILWAY MAIL SERVICE, BY E. W. WARFIELD, SUPERINTENDENT—Continued.

CLOSED MAILS BY EXPRESS OR OTHER TRAINS.

Number of route.	OUTWARD. Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight outward.	Estimated linear space required.	INWARD. Point of departure.	Time.	Train number.	Number of dispatches per week.	Number of pouches.	Number of sacks.	Estimated daily weight inward.	Estimated linear space required.	Remarks.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
							Lbs.	*Ft. in.*							*Lbs.*	*Ft. in.*	
38019	So. Pueblo, Colo.	12.55 a. m.	3	7	23	12	600	1 0	Leadville, Colo ..	6.30 p. m.	4	7	17	5	225	0 6	
.....	....do	12.40 a. m.	7	7	7	9	500	1 0	Salida, Colo	12.15 p. m.	8	7	7	5	260	1 0	[1]7.50 miles covered by Denver, Pueblo and Leadville R. P. O.
38020	Golden, Colo	4.30 p. m.	233	6	4	4	225	0 6	Georgetown, Colo	7.00 a. m.	234	6	4	1	100	0 6	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 38023.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 38025.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 39002.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails carried on route 39003.

RAILWAY MAIL SERVICE, BY H. J. McKUSICK, SUPERINTENDENT.

36001	Silver Bow, Mont	5.10 p. m.	11	7	1	...	23	2 0	Deer Lodge, Mont	6.00 a. m.	12	7	1	...	20	2 0	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails on route 40001.
40002	Benson, Ariz.....	9.15 a. m.	3	7	2	2	65	2 0	Contention, Ariz.	1.40 p. m.	4	7	2	...	40	2 0	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails on route 41001.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails on route 41003.
41005	Salt Lake, Utah.	2.00 p. m.	1	7	6	...	66	2 0	Sandy, Utah.....	9.15 a. m.	2	7	6	...	33	2 0	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails on route 43001.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails on route 43004.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails on route 43009.
44001	Portland, Oreg ..	4.00 p. m.	3	6	3	...	29	2 0	Oregon City, Oreg	9.06 a. m.	4	6	3	...	28	2 0	
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails on route 44002.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails on route 44005.
.....	.....	.....	...	...	...	...	.....	.....	.....	.....	...	...	...	...	.....	.....	No closed mails on route 45001.
46001	San Francisco, Cal	4.30 p. m.	13	6	4	...	38	2 0	Port Costa, Cal..	8.18 a. m.	14	6	4	...	25	2 0	
.....	....do	4.00 p. m.	17	7	6	2	295	2 0	....do	11.00 a. m.	18	6	9	...	81	2 0	
46001	Sacramento, Cal.	2.40 p. m.	3	7	11	4	260	2 0	Colfax, Cal.....	9.00 a. m.	4	7	11	...	145	2 0	
46002	San Francisco, Cal	8.30 a. m.	5	7	4	...	25	2 0	San Mateo, Cal..	8.15 a. m.	8	7	4	...	51	2 0	
.....	....do	3.30 p. m.	13	6	12	...	303	2 0	....do	9.24 a. m.	10	6	12	...	126	2 0	
46003	Sacramento, Cal.	5.10 p. m.	9	7	1	1	50	2 0	Marysville, Cal..	2.50 p. m.	10	7	1	1	27	2 0	
46005	....do	4.00 p. m.	3	6	1	...	21	2 0	Folsom, Cal	7.50 a. m.	4	6	1	...	11	2 0	
46008	Vallejo Junc. Cal	9.30 a. m.	26	1	1	1	7	2 0	Vallejo Junc., Cal	8.00 a. m.	25	1	4	...	29	2 0	
46010	Lathrop, Cal	8.25 p. m.	17	7	4	2	128	2 0	Lathrop, Cal	8.35 a. m.	18	7	4	...	41	2 0	
46011	San Francisco, Cal	2.45 p. m.	7	6	4	2	138	2 0	Petaluma, Cal...	7.00 a. m.	8	6	4	...	50	2 0	
46012	Stockton, Cal....	4.30 p. m.	3	6	3	...	91	2 0	Peters, Cal	7.51 a. m.	4	6	3	...	54	2 0	No closed mails on route 46014.
46016	San Francisco, Cal	3.35 p. m.	9	20	1	1	42	2 0	San Rafael, Cal..	2.15 p. m.	10	20	1	...	22	2 0	No closed mails on route 46017.
46022	Davisville, Cal ..	8.10 p. m.	19	12	8	2	77	2 0	Grafton, Cal.....	5.30 a. m.	18	12	8	...	27	2 0	
46028	San Francisco, Cal	5.00 p. m.	33	6	13	...	102	2 0	San Leandro, Cal	8.45 a. m.	32	6	11	...	52	2 0	
									Livermore, Cal.	7.45 a. m.	34	6	2	...	27	2 0	
46031	....do	2.30 p. m.	25	7	6	2	215	2 0	Santa Clara, Cal.	8.36 a. m.	14	7	5	...	29	2 0	
46032	Port Costa, Cal..	5.35 p. m.	17	7	9	...	181	2 0	Lathrop, Cal ...	8.35 a. m.	18	7	9	...	69	2 0	No closed mails on route 46037.
									Martinez, Cal...	8.10 a. m.	14	6	4	...	26	2 0	

Comparative earnings of passenger trains.

MASSACHUSETTS.

Railroad companies.	1881.				1882.			
	Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.	Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.
Ashburnham	$3,120 00	$0 43	1	$0 43	$92 11	$0 23	1	$0 23
Boston and Albany	9,896 25	1 82	6	30	11,314 51	1 86	6	31
Boston, Barre and Gardner	1,796 10	49	2.5	19	2,099 08	1 09	5	22
Boston and Lowell	1,175 03	1 04	5	21	11,719 05	94	6	15
Boston and Maine	7,923 66	1 45	6	24	13,620 17	1 50	6	25
Boston and Providence	12,784 69	1 46	6	24	14,155 86	1 60	6	26
Boston, Revere, Beach and Lynn	18,104 51	1 25	3.27	38	11,507 81	1 05	2.97	35
Cheshire	2,582 05	1 35	4	34	3,196 17	1 39	5	28
Connecticut River	6,442 66	1 28	3	4	6,859 10	1 28	3	42
Eastern	14,643 99	1 41	6	23	16,090 74	1 46	5	29
Fall River	2,201 01	1 97	2	.....	915 86	1 80	2	.....
Fall River, Warren and Providence	3,642 71	1 35	3	44	3,961 14	1 46	3	48
Fitchburg	9,079 78	98	5.5	17	9,590 52	1 08	5.3	21
Grafton Centre	1,519 73	32	2	16	.....	.....	.....	.....
Hanover Branch	2,391 43	84	2	.....	2,754 07	1 44	2	.....
Housatonic	1,907 98	1 05	4	26	2,039 07	1 15	4	28
Martha's Vineyard	719 35	75	2	37	.....	.....	.....	.....
Massachusetts Central	.....	.....	.....	.....	484 92	42	3	14
Nantucket	1,112 19	52	2	26	1,410 63	62	2	31
Nantasket Beach	5,133 67	1 03	4	26	4,371 91	77	4	19
New Haven and Northampton	1,422 17	75	4	37	1,770 25	60	.....	.....
New London Northern	1,769 57	81	6	13	1,889 34	82	7	.....
New York and New England	3,442 28	92	.....	.....	3,935 95	1 00	3.46	28
New York, New Haven and Hartford	21,623 61	2 03	6	24	26,942 24	1 97	6	33
Norwich and Worcester	3,131 76	1 09	3	36	3,415 72	1 39	3.50	39
Old Colony	6,824 54	1 40	7	20	7,518 25	1 51	7	21
Providence and Worcester	8,176 68	1 44	3.43	42	8,827 46	1 45	3.598	40
Troy and Greenfield	.....	.....	.....	.....	.....	.....	.....	.....
Worcester and Nashua	4,705 00	1 15	5	23	4,993 39	1 10	5	22
Worcester and Shrewsbury	5,252 40	47	2	23	.....	.....	.....	.....

PENNSYLVANIA.

Railroad companies.	1882.				Railroad companies.	1882.			
	Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.		Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.
Allegheny Valley	$2,191 87	$1 08	3.5	$0 30	Northeast Pennsylvania	$1,387 94	$0 50	.....	.....
Barclay	622 92	53	3	18	Northern Central	4,601 63	1 06	5.6	18
Bradford, Bordell and Kinzua	1,540 97	81	3	27	Oil City and Chicago	802 16	95	2	.....
Bradford, Eldred and Cuba	1,196 32	1 13	3	37	Pennsylvania	4,238 58	1 35	5.009	27
Buffalo, New York and Philadelphia	1,296 19	1 19	4	29	Pennsylvania, New York Canal	1,616 72	55	5	11
Buffalo, Pittsburgh and Western	1,775 94	91	3	30	Pennsylvania Coal Company	271 29	30	3	10
Chartiers Railway	2,972 17	1 53	.....	.....	Perkiomen	1,170 58	38	2	19
Cleveland and Pittsburgh	3,286 30	1 14	4.39	26	Philadelphia and Erie	2,589 22	1 51	4.1	36
Corning, Cowanesque and Antrim	1,002 10	82	2	41	Philadelphia and Reading	4,096 12	1 06	3.6	29
Cumberland Valley	2,988 73	98	3.2	30	Philadelphia and Trenton	37,659 36	80	6	13
Delaware and Kewson Canal Companies	799 41	1 08	3	36	Philadelphia, Newtown and New York	2,152 12	50	3	16
Delaware, Lackawanna and Western	2,676 42	94	4	23	Philadelphia, Wilmington and Baltimore	7,549 39	1 61	5	32
Dunkirk, Allegheny Valley and Pittsburgh	1,079 41	78	3	26	Pittsburgh and Castle Shannon	3,064 91	45	3	15
East Broad Top	721 66	54	2	29	Pittsburgh and Connellsville	2,866 49	89	4	22
Elmira and Williamsport	2,214 74	1 12	4	28	Pittsburgh and Lake Erie	3,429 65	91	3.2	26
Erie and Pittsburgh	1,509 97	87	4	22	Pittsburgh and Western	896 28	71	2.82	25
Hanover Junction Hanover and Gettysburg	887 16	28	3	09	Pittsburgh, Bradford and Buffalo	456 09	.....	3	.....
Harrisburg and Potomac	135 01	16	1	16	Pittsburgh, Cincinnati and Saint Louis	6,326 85	1 43	6.76	21
Huntington and Broad Top	829 03	90	2	45	Pittsburgh, Fort Wayne and Chicago	5,484 11	1 54	6.4	25
Junction	26,826 96	1 66	6	27	Pittsburgh and Southern	642 75	23	4	06
Lake Shore and Michigan Southern	5,103 43	1 81	6	30	Reading and Columbia	1,648 63	70	3	23
Lawrence	998 20	56	2.75	20	Rochester and Pittsburgh	1,006 56	72	.....	.....
Lehigh and Lackawanna	609 68	67	2	33	Shamokin Valley and Pottsville	1,079 40	70	2.8	25
Lehigh and Susquehanna	1,059 49	43	3	14	Shenango and Allegheny	425 45	.....	2	.....
Lehigh Valley	2,268 25	60	5	12	Somerset and Cambria	829 26	41	3	.....
Lykens Valley	549 76	43	2	.....	South Mountain	666 07	41	.....	.....
Meadville Railway	893 59	55	2	29	Stony Creek	1,227 99	38	2	17
Mount Alto	729 52	18	2.50	.....	Tioga	1,063 59	96	2	.....
New Castle and Beaver Valley	3,459 48	1 18	3.54	33	Warren and Farnsworth	1,469 44	79	2	40
New York, Chicago and Saint Louis	61 27	37	3	12	Waynesburgh and Washington	693 72	55	3	18
New York, Lake Erie and Western	4,857 08	1 44	.....	.....	Western Maryland	1,805 61	56	4	14
New York, Pennsylvania and Ohio	3,391 23	1 11	5.21	21	Wheeling, Pittsburgh and Baltimore	947 85	48	3	16
					Wilmington and Northern	779 97	39	2	20

Comparative earnings of passenger trains—Continued.

OHIO.

Railroad companies.	1880.				1881.			
	Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.	Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.
Alliance and Lake Erie	$190 05	$0 14	1 1/5	$0 11	$453 97	$0 51	$0 2 3/8	$0 19
Ashtabula and Pittsburgh	480 38	54	2 6/10	20	544 43	58	2 4/5	20
Baltimore and Ohio and Chicago	1,272 01	85	4 9/10	17	1,507 27	82	5	16
Bellaire and Southwestern	.....	.....	.....	.....	488 08	74	3 2/5	21
Central Ohio	2,050 54	92	4 1/2	20	2,686 64	94	4 1/10	23
Cincinnati and Eastern	527 18	1 05	4 1/2	23	478 27	1 08	4 1/5	25
Cincinnati, Georgetown and Portsmouth	.....	.....	.....	.....	333 28	45	2 1/5	20
Cincinnati, Hamilton and Dayton	6,679 86	1 47	5 1/5	28	7,003 58	1 32	5 1/4	25
Cincinnati, Hamilton and Indianapolis	1,485 65	1 10	3 1/3	33	1,305 58	95	3 1/5	30
Cincinnati, Indianapolis, Saint Louis and Chicago	3,650 03	1 24	4 1/2	27	4,669 52	1 27	5	25
Cincinnati and Muskingum Valley	859 60	60	2 7/10	22	927 37	64	2 4/5	22
Cincinnati and Portsmouth	592 77	81	2 9/10	27	162 25	1 14	3 1/3	34
Cincinnati, Richmond and Chicago	2,083 43	97	3 1/2	27	2,013 42	99	3 2/5	29
Cincinnati, Sandusky and Cleveland	1,436 46	63	3	21	1,883 64	68	2 3/5	28
Cincinnati Southern	789 37	1 06	4 1/5	22	2,992 58	1 14	4 1/2	25
Cincinnati and Springfield	4,042 80	1 43	6	24	4,299 21	96	4	24
Cleveland, Columbus, Cincinnati and Indianapolis	2,394 15	1 10	6	18	2,603 72	91	4 9/10	18
Cleveland and Mahoning Valley	565 38	59	2	29	.....	.....	.....	.....
Cleveland and Marietta	554 02	86	4	21	577 90	89	4 2/5	20
Cleveland, Mount Vernon and Delaware	1,027 99	85	4 9/10	17	1,082 34	82	4 9/10	17
Cleveland and Pittsburgh	2,395 85	99	3 7/10	26	2,763 66	99	3 7/10	26
Cleveland, Tuscarawas Valley and Wheeling	617 37	66	2 9/10	22	843 72	62	3	21
Columbus, Chicago and Indiana Central	1,916 95	94	4	23	2,086 55	1 02	4 3/10	23
Columbus and Hocking Valley	1,139 53	98	3 1/10	31	1,192 84	82	3 2/5	24
Columbus and Maysville	175 79	29	2	15	.....	.....	.....	.....
Columbus and Toledo	1,384 55	95	3 7/10	25	1,455 05	78	3	26
Connotton Valley	182 04	36	2	18	404 06	35	2	18
Dayton and Michigan	2,313 57	1 12	4	28	2,533 58	1 09	3 3/5	27
Dayton and Union	1,329 92	85	3	28	2,047 93	96	3 1/10	30
Lake Erie and Western	325 65	63	3	21	936 63	72	3 1/5	22
Lake Shore and Michigan Southern	3,515 43	1 82	6 1/3	28	4,102 68	1 78	6 1/10	29
Lawrence	787 82	57	2 1/3	22	766 94	58	2 3/5	21
Little Miami	2,965 86	97	4 1/5	23	3,045 88	99	4 1/8	24
Marietta and Cincinnati	1,847 57	67	3 3/10	20	1,917 97	75	3 1/2	21
Massillon and Cleveland	.....	.....	.....	.....	153 50	25	2 2/5	10
Newark, Somerset and Straitsville	500 78	37	2 1/5	16	671 50	43	2 1/10	20
New York, Pennsylvania and Ohio	995 02	96	5 1/10	18	2,247 93	96	4 1/5	22
Northwestern Ohio	912 85	67	2 9/10	23	985 51	64	2 4/5	26
Ohio Central	.....	.....	.....	.....	195 01	31	2 3/4	.....
Ohio and Mississippi	1,906 66	1 04	4 1/2	23	2,412 14	99	3 7/10	26
Ohio and West Virginia	.....	.....	.....	.....	571 69	74	2 1/3	29
Painesville and Youngstown	359 31	58	3 7/10	15	342 20	55	3 1/5	14
Pittsburgh, Cincinnati and Saint Louis	5,095 28	1 59	6	26	5,495 30	1 38	5 2/5	25
Pittsburgh, Fort Wayne and Chicago	5,121 18	1 43	5 1/4	27	5,601 44	1 43	6 1/10	23
Pittsburgh and Lake Erie	1,866 35	59	2 1/3	23	2,561 72	67	2 4/5	24
Sandusky, Mansfield and Newark	1,590 14	1 07	5 1/5	18	2,144 25	1 07	5	21
Scioto Valley	12,282 28	92	3 1/4	28	1,117 29	1 02	4	25
Springfield Southern	169 11	36	1 1/3	27	342 32	48	1 1/3	32
Toledo, Ann Arbor and Grand Trunk	573 09	45	2 1/3	19	535 53	89	4 3/5	19
Toledo, Canada Southern and Detroit	3,015 26	93	3 3/4	24	3,180 01	79	4 1/2	18
Toledo, Delphos and Burlington	222 95	49	1 7/10	28	.....	.....	2 1/3	.....
Valley	421 93	1 25	3 7/10	33	1,611 20	.....	4	.....
Wabash, Saint Louis and Pacific	1,753 24	1,32	6 9/10	19	1,202 18	.....	.....	.....

Comparative earnings of passenger trains—Continued.

ILLINOIS.

Railroad companies.	1879.				1880.				1881.				1882.			
	Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.	Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.	Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.	Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.
Baltimore and Ohio and Chicago	.....	.....	.....	.....	.....	.....	.....	.....	$1,505 28	.....	.....	.....	$1,842 16	.....	.....	.....
Cairo and Saint Louis	$484 32	$0 46	.....	.....	$611 10	$0 68	2	$0 34	667 40	$0 75	2	$0 37	642 33	$0 73	2	$0 36
Cairo and Vincennes	441 78	55	.....	.....	513 91	77	2	38	524 00	82.4	2	41	.....	.....	.....	.....
Chicago and Alton	1,49 84	1 15	.....	.....	2,570 35	1 30	6	21	2,165 16	.....	6	.....	2,492 12	1 41	6	23
Chicago, Burlington and Quincy	1,781 34	1 08	.....	.....	1,999 51	1 65	4 4/5	34	1,998 67	1 38.3	5	27	3,249 29	1 37	5	27
Chicago and Eastern Illinois	861 83	57	.....	.....	1,157 62	83	3 1/2	23	1,320 72	84	4	21	1,258 08	82	4	20
Chicago and Grand Trunk	.....	.....	.....	.....	658 74	80	3 1/4	24	963 15	84	4	21	2,102 91	1 11	4	28
Chicago and Iowa	1,143 14	.....	.....	.....	1,378 20	.....	.....	.....	1,455 91	.....	.....	.....	1,645 09	.....	.....	.....
Chicago, Milwaukee and Saint Paul	1,329 95	1 17	.....	.....	1,381 69	1 43	5	25	1,172 73	1 41	5	28	1,409 25	1 44	5	28
Chicago and Northwestern	2,083 58	1 09	.....	.....	2,385 53	1 43	4 1/2	31	1,813 30	1 43	4	35	1,963 58	1 59	5	31
Chicago, Pekin and Southwestern	205 44	.....	.....	.....	355 35	.....	.....	.....	319 82	.....	.....	.....	338 74	.....	.....	.....
Chicago, Rock Island and Pacific	1,953 04	1 38	.....	.....	2,066 32	1 47	5 1/2	26	2,111 41	1 51	5	30	2,483 50	1 62	5	32
Chicago and Western Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cincinnati, Indianapolis, Saint Louis and Chicago	[1]2,135 18	.....	.....	.....	(1)	.....	.....	.....	3,066 72	.....	5	.....	2,711 18	1 21	5	24
Danville, Olney and Ohio River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Danville and Southwestern	.....	.....	.....	.....	323 88	71	2	35	483 13	77	1	77	.....	.....	.....	.....
East Saint Louis and Carondelet	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
East Saint Louis Connecting	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fulton County Narrow Gauge	.....	.....	.....	.....	.....	.....	.....	.....	1,132 69	41.46	1	41	346 70	27	1	27
Grand Tower Mining, Manufacturing and Transportation	.....	.....	.....	.....	.....	.....	.....	.....	582 84	.....	.....	.....	.....	.....	.....	.....
Havana, Rantoul and Eastern	120 09	.....	.....	.....	.....	.....	.....	.....	155 00	.....	.....	.....	.....	.....	.....	.....
Illinois Central	1,331 29	98	.....	.....	1,372 53	1 13	5	22	1,471 71	1 08	5	21	1,755 09	1 21	5	24
Illinois Midland	351 18	31	.....	.....	378 08	41	.....	09	351 72	42	2	21	299 38	.....	.....	.....
Illinois and Saint Louis Railroad and Coal Company	.....	35	.....	.....	1,701 29	18	2	55	2,639 39	72	3	24	2,350 74	80	2	40
Indiana, Bloomington and Western	1,018 83	77	.....	.....	1,837 12	1 10	2	.....	2,015 76	95 1/2	4	24	1,572 63	76	.....	.....
Indianapolis, Decatur and Springfield	328 26	37	.....	.....	414 67	.....	4	.....	804 82	.....	3	.....	611 92	87	3	29
Indianapolis and Saint Louis	1,561 98	63	.....	.....	1,768 03	90	.....	.....	1,866 96	89	4	22	2,480 49	1 12	5	22
Jacksonville and Southeastern	511 53	.....	.....	.....	.....	.....	.....	.....	415 83	.....	.....	.....	705 88	.....	.....	.....
Lake Erie and Western	[2]646 09	43	.....	.....	325 65	64	3	21	936 63	71.9	3	23	978 81	66	3	22
Lake Shore and Michigan Southern	3,166 97	1 67	.....	.....	3,586 59	1 84	5	36	4,130 64	1 80.44	6	30	4,797 38	1 77	6	29
Louisville, New Albany and Chicago	195 35	.....	.....	.....	200 04	.....	1	.....	327 33	.....	1	.....	.....	.....	.....	.....
Louisville and Nashville	.....	.....	.....	.....	[3]614 11	1 20	.....	.....	1,632 41	1 14	3	38	1,712 36	.....	3	.....
Michigan Central	2,730 12	1 30	.....	.....	3,161 35	1 64	5	32	3,455 13	1 54	5	30	3,226 92	1 50	5	30
Moline and Southeastern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi	1,842 44	88	.....	.....	2,140 36	1 17	.....	.....	2,412 15	1 19	.....	.....	2,812 76	1 20	.....	.....
Pennsylvania Company	[4]4,451 51	1 14	.....	.....	[4]5,128 18	1 55	6 1/2	23	5,601 44	1 43	6	24	6,381 10	1 50	4	37
Peoria, Decatur and Evansville	[5]96 59	.....	.....	.....	700 95	65	2	32	508 82	.....	3	.....	722 72	29	.....	.....
Peoria, Pekin and Jacksonville	714 74	44	.....	.....	418 44	55	2	27	824 30	58 1/4	1	58	.....	.....	.....	.....
Peoria and Pekin Union	.....	.....	.....	.....	.....	.....	.....	.....	231 57	.....	.....	.....	670 03	.....	.....	.....
Pittsburgh, Cincinnati and Saint Louis	1,645 11	70	.....	.....	1,916 95	99	4 1/4	23	2,086 56	1 05	4	26	2,264 92	1 03	3	34
Rock Island and Mercer County	474 86	24	.....	.....	414 28	27	.....	.....	469 26	24 1/2	1	24	598 03	33	1	33
Rock Island and Peoria	837 37	89	.....	.....	1,063 39	83	.....	.....	1,009 87	82	2	41	1,167 92	92	2	46
Saint Louis, Alton and Terre Haute	1,619 77	76	.....	.....	1,278 45	95	3	31	1,538 28	1 00	3	.....	1,469 48	98	3	32
Saint Louis Coal Company	[6]371 61	22	.....	.....	308 57	.....	.....	.....	344 35	.....	.....	.....	313 55	.....	.....	.....
Saint Louis, Rock Island and Chicago	704 01	.....	.....	.....	883 81	74	3 1/2	21	819 20	89.7	.....	.....	.....	.....	.....	.....
Springfield, Effingham and Southeastern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	154 32	.....	.....	.....
Springfield and Northwestern	471 24	.....	.....	.....	505 47	.....	.....	.....	631 10	96	.....	.....	.....	.....	.....	.....
Sycamore, Cortland and Chicago	1,082 02	46	.....	.....	1,377 37	18	2	09	1,411 20	60	1	60	1,658 27	49	2	24
Terre Haute and Indianapolis	[7]2,570 18	79	.....	.....	.....	.....	.....	.....	3,504 66	1 26	6	21	3,548 22	1 21	6	20
Toledo, Peoria and Warsaw	1,017 29	62	.....	.....	.....	.....	3	.....	[8]341 91	.....	.....	.....	.....	.....	.....	.....
Union Stock Yards and Transit Company	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, Chester and Western	304 49	.....	.....	.....	363 99	.....	.....	.....	453 41	.....	.....	.....	294 38	.....	.....	.....
Wabash, Saint Louis and Pacific	2,050 44	1 17	.....	.....	1,435 08	.....	.....	.....	1,216 28	.....	.....	.....	1,273 18	94.4	4	26
Western Union	1,092 42	73	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

[1] Cincinnati, Lafayette and Chicago.
[2] Lafayette, Bloomington and Mississippi.
[3] Two months.
[4] Pittsburgh, Fort Wayne and Chicago.
[5] Grayville and Mattoon.
[6] Carbondale and Shawneetown.
[7] Saint Louis, Vandalia and Terre Haute.
[8] Three months—Wabash, Saint Louis and Pacific.

Comparative earnings of passenger trains—Continued.

MICHIGAN.

Railroad companies.	1881. Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.	Railroad companies.	1881. Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.
Chicago and Canada Southern	$292 33	$1 00	.....	.....	Marquette, Houghton and Ontonagon	$999 85	$1 05	3	$0 32
Chicago and Grand Trunk	1,355 95	1 05	5	$0 21	Michigan Air-Line	497 42	39	2	19
Chicago, Detroit and Canada Grand Trunk Junction	3,217 02	1 18	5	23	Michigan Central	3,230 84	1 56	6⅓	25
Chicago and Northwestern	1,687 52	1 88	4	47	Michigan Midland and Canada	261 21	19	1	19
Chicago, Saginaw and Canada	945 55	82	3	27	Mineral Range	1,985 13	94	3	31
Chicago and West Michigan	1,028 46	80	3	27	Paw Paw	1,395 20	56	.....	.....
Detroit, Grand Haven and Milwaukee	2,862 34	1 15	4	29	Port Huron and Northwestern	468 16	1 01	3	33
Detroit, Lansing and Northern	1,787 70	1 05	3	32	Saginaw Bay and Northwestern	73 55	05	.....	.....
Flint and Pere Marquette	2,200 61	1 28	4	32	Saginaw Valley and Saint Louis	1,132 99	91	2	42
Fort Wayne and Jackson	1,004 14	79	2	36	Toledo, Ann Arbor and Grand Trunk	477 04	65	3	22
Grand Haven	608 07	56	.....	.....	Toledo, Canada Southern and Detroit	3,209 26	62	3	21
Grand Rapids and Indiana	1,488 57	1 24	3.64	34	Toledo and South Haven*	741 28	58	3	19
Lake Shore and Michigan Southern	4,414 00	1 78	6	30	Traverse City	697 52	86	3.38	.....
					Wabash, Saint Louis and Pacific	1,115 67	90	6	15

*Mixed train.

IOWA.

Railroad companies.	1881. Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.	1882. Earnings per mile of road.	Earnings per train-mile.	Average cars in train.	Average earnings per car per mile.
Burlington, Cedar Rapids and Northern	$732 94	$0 91	3	$0 30	$986 46	$0 97	3	$0 32
Central Iowa	989 52	1 14	3½	32	930 53	1 25	3½	35
Chicago, Burlington and Quincy	1,693 03	1 34	6	22	1,893 53	1 49	5½	27
Chicago, Milwaukee and Saint Paul	1,060 85	1 41	5	28	1,409 24	1 44	5	29
Chicago and Northwestern	1,722 96	1 44	4½	32	1,963 57	1 59	5½	29
Chicago, Rock Island and Pacific	2,111 41	1 51	6	25	2,483 50	1 62	6	27
Chicago, Saint Paul, Minneapolis and Omaha*	126 39	1 88	5½	34	1,324 29	1 55	5⅛	28
Des Moines and Fort Dodge	100 12	1 18	3	39	1,315 08	1 41	3	47
Illinois Central	1,259 61	1 60	4⅛	37	1,603 03	1 74	4¼	40
Kansas City, Saint Joseph and Council Bluffs	1,615 33	1 08	$3\frac{7}{10}$	29	1,812 97	1 10	$3\frac{7}{10}$	30
Minneapolis and Saint Louis	.....	.....	.....	.....	843 35	1 11	3	37
Saint Paul and Sioux City†	512 49	1 21	.....	.....	.....	.....	.....	.....
Sioux City and Pacific	626 72	1 07	$3\frac{9}{10}$	28	805 70	1 19	$3\frac{1}{10}$	38
Wabash, Saint Louis and Pacific	1,216 28	.....	.....	.....	1,283 30	94	$4\frac{2}{5}$	21

*One month. †Eleven months.

Statement showing the average earnings per car per mile in six important States, as deduced from the foregoing tables.

State.	Car mileage.	Earnings.
Illinois	168,128,864	$46,010,619
Pennsylvania	147,958,378	38,877,411
Massachusetts	70,810,565	19,110,861
Ohio	87,116,140	21,941,076
Iowa	90,326,243	25,074,767
Michigan	82,008,631	21,245,650
Total	646,348,821	172,260,384

Making an average yield per car per mile of $26\frac{6}{10}$ cents.

Passenger-train-mile earnings of 343 railroad companies.

State or Territory.	Number of railroads earning—				State or Territory.	Number of railroads earning—			
	Over $1.50 per train-mile.	Over $1.25.	Over $1.	Under $1.		Over $1.50 per train-mile.	Over $1.25.	Over $1.	Under $1.
Maine	2	1	2	6	Wisconsin	1	3	1	3
New Hampshire	1	2	2	3	Minnesota	2	3	.....	1
Vermont	.....	.....	3	5	Iowa	1	4	4	3
Massachusetts	3	7	4	6	Missouri	4	4	1	1
Rhode Island	.....	2	1	.....	Arkansas	2	.....	.....	1
Connecticut	3	1	2	5	Louisiana	1	.....	.....	1
New York	6	3	8	22	Texas	5	1	2	2
New Jersey	.....	2	5	9	Indian Territory	1	.....	1	.....
Pennsylvania	4	4	7	23	Kansas	6	.....	.....	.....
Delaware	1	.....	.....	1	Nebraska	1	.....	.....	.....
Maryland	1	1	.....	3	Dakota	2	3	.....	.....
Virginia	3	1	.....	6	Colorado	2	.....	.....	.....
West Virginia	.....	1	.....	4	New Mexico	4	.....	.....	.....
North Carolina	.....	1	1	3	Arizona	1	.....	.....	.....
South Carolina	.....	1	.....	1	Utah	1	.....	.....	.....
Georgia	.....	1	.....	.....	Washington	.....	.....	.....	.....
Florida	.....	1	.....	.....	Oregon	.....	.....	.....	.....
Alabama	.....	2	1	1	Nevada	.....	.....	.....	1
Mississippi	2	1	.....	.....	Wyoming	.....	.....	.....	.....
Tennessee	.....	2	2	.....	Montana	.....	.....	.....	.....
Kentucky	.....	1	.....	1	Idaho	.....	.....	.....	.....
Ohio	2	1	8	21	California	3	1	1	1
Indiana	.....	1	8	2					
Illinois	1	6	1	4	Total	66	66	68	145
Michigan	2	4	3	5					

Summary of the passenger-train mileage and earnings on all railroads in the United States.

State.	Passenger-train mileage.	Passenger-train earnings.	State.	Passenger-train mileage.	Passenger-train earnings.
Maine	1,432,332	$1,716,108 00	Tennessee	1,258,598	$1,232,009 00
New Hampshire	1,162,088	1,365,858 00	Kentucky	2,834,687	3,187,442 00
Vermont	1,527,686	1,382,947 00	Ohio	16,217,148	16,219,827 00
Massachusetts	10,912,977	13,303,095 00	Indiana	11,264,091	9,569,985 00
Rhode Island	576,235	762,723 00	Michigan	6,551,784	7,641,619 00
Connecticut	3,724,940	4,972,681 00	Illinois	17,021,107	18,876,595 00
New York	23,456,746	26,621,462 00	Wisconsin	5,258,145	5,975,322 00
New Jersey	10,083,094	9,818,561 00	Minnesota	3,388,578	4,835,097 00
Pennsylvania	18,195,095	19,908,426 00	Louisiana	1,147,590	1,022,497 00
Delaware	331,169	214,649 00	Nebraska	2,519,036	*5,197,730 00
Maryland	937,744	889,766 00	Kansas	3,152,335	4,915,211 00
West Virginia	99,888	80,000 00	Missouri	5,786,133	6,737,488 00
Virginia	2,979,004	2,867,752 00	Arkansas	364,940	513,810 00
North Carolina	1,134,548	916,688 00	Texas	3,529,895	3,217,312 00
South Carolina	1,649,525	1,203,905 00	Colorado	2,221,730	2,476,780 00
Georgia	2,028,771	2,204,772 00	Oregon	726,152	1,460,847 00
Florida	Error	Error	California	3,705,460	8,503,867 00
Alabama	1,553,120	1,451,051 00			
Mississippi	222,904	282,436 00	Total	171,355,200	194,069,150 00
Louisiana	1,712,899	1,197,217 00			

Making an average of $1.13 per train-mile on all roads of the country.—(*Poor's Manual of the Railroads of the United States*, 1883.)

* Union Pacific, $2.06.

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APPROPRIATIONS AND EXPENDITURES FOR RIVERS AND HARBORS.

MESSAGE

FROM

THE PRESIDENT OF THE UNITED STATES,

TRANSMITTING

A communication from the Secretary of War, together with a report relative to the expenditures for rivers and harbors.

JANUARY 23, 1884.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

To the House of Representatives:

I transmit herewith, in response to the resolution of the House dated January 11, 1883, a letter dated the 21st instant, from the Secretary of War, together with a report submitted to him by the Chief of Engineers, embodying the information, so far as the same can be furnished from the records of his office, and a statement prepared in the Treasury Department respecting the expenditures for rivers and harbors, called for by the said resolution.

CHESTER A. ARTHUR.

EXECUTIVE MANSION,
January 22, 1884.

WAR DEPARTMENT,
Washington City, January 14, 1884.

SIR: I have the honor to submit herewith a report dated the 11th instant, from the Chief of Engineers, embodying the information, so far as the same can be furnished from the records of his office, called for by a resolution of the House of Representatives, dated January 11, 1883, as follows:

Resolved, That the President be requested to transmit to the House a statement showing the aggregate amount which has been expended in the improvement of rivers and harbors from the beginning of the Government to the present time, the amount annually expended, the aggregate and annual expenditure in the improvement of each river and each harbor, and, as far as practicable, the amount expended in each State, accompanied by references to the laws authorizing each of such expenditures, and also a statement showing, in brief, what benefit to commerce, if any, has resulted from each of said expenditures, and stating the navigable capacity of each of said rivers and harbors before and after improvement; and also to inform the House whether any moneys have been appropriated or expended in the improvement of rivers or harbors not navigable within the legal definition of the word navigable as defined by the Supreme Court of the United States; and also to inform this House whether any money has been appropriated or expended for the improvement of any river or harbor not within the United States, with such other information as he may deem proper to communicate.

I also have the honor to submit as supplemental to the report of the Chief of Engineers a statement prepared in the Treasury Department in relation to expenditures for rivers and harbors from the beginning of the Government to the 30th of June, 1882, referred to by the Chief of Engineers, as giving information not recorded in his office prior to the year 1871.

The resolution which was referred by you to this Department for the desired information is herewith returned.

Very respectfully, your obedient servant,

ROBERT T. LINCOLN,
Secretary of War.

The PRESIDENT.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., January 11, 1884.

SIR: In reply to the reference to this office of the resolution of the House of Representatives of January 11, 1883, requesting the President to transmit to the House certain specified information respecting the expenditures for river and harbor improvements, and the benefit to commerce resulting therefrom, I have the honor to state that as regards the financial exhibit called for by this resolution, the records of this office embrace at present only the amounts annually expended on each work of improvement since 1871, with the total expenditure for such works during the same period, and that similar information covering in full the period "from the beginning of the Government" to the date of the resolution can only be found in the Treasury Department, to which the accounts of all disbursements are transmitted for settlement after examination in this office, and which, besides, had, in some cases, the control and disbursements of such works in the earlier days of the Government. As supplying, therefore, this information, I would respectfully refer to Senate Ex. Doc. No. 196, Forty-seventh Congress, first session, which contains, in detail, the expenditures of the United States from March 4, 1789, to June 30, 1882, for public buildings and other public works, and for rivers and harbors, forts, arsenals and armories, transmitted to the Senate by the honorable the Secretary of the Treasury, in compliance with the requirements of a resolution of that body of July 22, 1882. This document shows "the aggregate amount which has been expended in the improvement of rivers and harbors from the beginning of the Government (to June 30, 1882); the amount annually expended; the aggregate and annual expenditure in the improvement of each river and each harbor, and the amount expended in each State, accompanied by references to the laws authorizing each of such expenditures," and fully covers the requirements of the resolution of the House of Representatives of January 11, 1883, up to the above date, as far as relates to the expenditures of public moneys for the purposes in question.

To comply with requirements contained in the succeeding part of this resolution, there is transmitted herewith "a statement, showing in brief," as far as the records of this office will admit, an account of "all river and harbor improvements upon which public moneys have been expended," with "the navigable capacity of each river or harbor before and after improvement," and, as far as practicable, "the benefit to commerce" resulting therefrom.

In this statement, the several public works are arranged in the order in use in this office, as follows:

1. Harbors and rivers on the Atlantic coast, and
2. On the Gulf of Mexico.
3. Western rivers.
4. Harbors and rivers on the Northern and Northwestern Lakes, and
5. On the Pacific coast.

As this arrangement differs from that adopted by the Treasury in the above-named document, No. 196, reference is made under the head of each work to the page of this document upon which the corresponding financial statement will be found, and in continuation thereof there is also added, under the head of each work, the amount appropriated, if any, by the river and harbor act of August 2, 1882, and the amount expended thereon during the fiscal year ending June 30, 1883.

With respect to "the benefit to commerce that has resulted from each expenditure," it should be remarked that although an increase of the depth of a harbor or its approaches, or the opening of a river to navigation, or the permanent increase of its depth, are benefits to commerce by creating greater facilities for navigation, the extent of this benefit is not readily ascertained. It cannot invariably be found by a comparison of the commercial statistics of late years with those of a former period taken from the reports of the officers in charge of the improvement, because there is no reliable source from which these statistics can always be obtained by them, and that they are frequently estimates of interested parties. Nor does it follow that unless there has been an increase of commerce the benefit resulting from the improvement has been of little value, since an increase or diminution of commerce may arise from local causes entirely independent of the facilities afforded to navigation by the improvement itself. A comparison of the money value of the trade at different dates does not always indicate the relative benefit to commerce for the same reason. Nor does a comparison of the number of vessels trading at a port or on a river invariably indicate the comparative amount of commerce, since an increase of the depth obtained by improvement enables the employment of vessels of a larger class, and although trade may have become greater, the number of vessels engaged in it may be less.

It is further required by this resolution to inform the House "whether any moneys have been appropriated or expended upon the improvement of rivers or harbors not navigable within the legal definition of the word navigable as defined by the Supreme Court of the United States."

The Supreme Court declares (11 Wallace, 411) that—

1. A river is a navigable water of the United States when it forms by itself, or by its connection with other waters, a continuous highway over which commerce is or may be carried on with other States or foreign countries in the customary modes in which such commerce is conducted by water.

And—

2. If a river is not of itself a highway for commerce with other States or foreign countries, or does not form such highway by its connection with other waters, and is only navigable between different places within the State, then it is not a navigable water of the United States, but only a navigable water of the State.

The following localities of works of improvement upon which public moneys have been expended fall within the above definition:

Lake Winnepissiogee, New Hampshire.—This lake and its tributaries lie wholly within the State, their waters being the chief source of the Merrimac River. A dam built at its outlet forms a reservoir of these waters, which is under the control of an incorporated company, by which the water-power is regulated and supplied to factories along the Merrimac below. They do not form by themselves, or by their connection with other waters, a continued highway over which commerce is or may be carried on with other States.

The *Yadkin River, within the limits of North Carolina*, is entirely cut off by a narrow mountain defile of 30 feet width through which it descends, in a torrent, 50 feet in 2 miles, and has, at present, no navigable connection with its lower part, known as the Great Pee Dee.

French Broad River in North Carolina.—The navigable connection between this and the lower portions of the river in Tennessee is interrupted below Asheville by rocky rapids, having a descent of about 18 feet to the mile, and not susceptible of any practical improvement. The outlet for the trade of this portion of the river is dependent upon two railroads recently completed.

To complete the requirements of this resolution, I would further state that no "money has been appropriated or expended for the improvement of any river or harbor not within the United States." Improvements have, however, been made, or are in progress, of channels, portions of which form international boundaries.

The resolution of the House of Representatives of January 11, 1883, is herewith returned.

Very respectfully, your obedient servant,

H. G. WRIGHT,
Chief of Engineers,
Brig. and Brvt. Maj. Gen.

Hon. ROBERT T. LINCOLN,
Secretary of War.

STATEMENT GIVING, IN BRIEF, AN ACCOUNT OF ALL RIVER AND HARBOR IMPROVEMENTS UPON WHICH PUBLIC MONEYS HAVE BEEN EXPENDED, WITH THE NAVIGABLE CAPACITY OF EACH, BEFORE AND AFTER IMPROVEMENT, AND, AS FAR AS PRACTICABLE, THE BENEFIT TO COMMERCE RESULTING THEREFROM.

BREAKWATER IN SAINT CROIX RIVER NEAR CALAIS, MAINE.

(Page 147.)

Built in 1856 of crib-work, ballasted with stone; rebuilt in 1881, it having become dilapidated from decay of the timber. Its object is to prevent vessels being forced by tidal currents upon "The Ledge," 5 miles below Calais. It has answered its object in a very satisfactory manner.

Value of imports at Calais for 1881, $362,000; exports, $1,500,000.

LUBEC CHANNEL, MAINE.

(Page 144.)

This channel forms the eastern boundary of the State of Maine. First appropriation, 1879. Before improvement it was only available for navigation at high water, the least depth over several bars being only 5 feet at mean low water. When completed it will give a direct passage at all times of tide for vessels bound to Eastport, Calais, and other American ports, saving a distance of 16 miles around Campo Bello Island. It will also become available for refuge to a safe anchorage. The amount estimated for its completion is $25,000. In 1881, amount of imports in the collection districts, $755,760; exports, $355,310.

July 1, 1882, amount available		$67,843 15
Amount appropriated by act passed August 2, 1882		20,000 00
		87,843 15
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$66,325 99	
July 1, 1883, outstanding liabilities	6,338 27	
		72,664 26
July 1, 1883, amount available		15,178 89

MACHIAS RIVER, MAINE.

(Page 145.)

First appropriation, 1873. The improvement has been the deepening of the channel and the removal of a large rock in front of Machias. The available depth has been increased from 3 feet to 6 feet at mean low water, with a channel of approach 100 feet wide, by which commercial facilities have been materially increased.

MOOSE-A-BEC BAR AT JONESPORT, MAINE.

(Page 145.)

First appropriation, 1881. Located on a frequented thoroughfare for sailing vessels and steamers, which before improvement was tortuous and obstructed by dangerous ledges of rock. It has been straightened and deepened from 6 feet to 14 feet at mean low water. When completed, this channel, now 85 feet, will be 200 feet wide and will add greatly to the ease and safety of general navigation, and benefit the large fleet of vessels constantly passing that are engaged in trade with the British Provinces. Estimate for completion, $20,000.

July 1, 1882, amount available		$514 28
Amount appropriated by act passed August 2, 1882		10,000 00
		10,514 28
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$132 03	
July 1, 1883, outstanding liabilities	58 00	
		190 03
July 1, 1883, amount available		10,324 25

BELFAST HARBOR, MAINE.

(Page 143.)

First appropriation, 1876. Work commenced in 1879 and completed in 1880. Consisted of the removal of sunken ledges and shoals to a depth of 10 feet at mean low water, increasing the facilities of access, and permitting the use of larger vessels.

July 1, 1882, amount available	$3,000 00
July 1, 1883, amount available	3,000 00

NARRAGUAGUS RIVER, MAINE.

(Page 145.)

First appropriation, 1871. Before improvement the channel had a depth of over 2 feet at low water, obstructed by rocks and ledges, by the removal of which a navigable depth of 6½ feet at low water has been obtained.

A considerable increase of the lumber business has resulted from this improvement.

SULLIVAN'S RIVER AND FALLS, MAINE.

(Page 147.)

First appropriation, 1871. Before improvement the least depth on one of the most dangerous ledges, Hatcher's Rock, was only 6 inches at low water. There is now a clear channel of 300 feet in width and 7 to 10 feet depth.

The removal of this and other dangerous rock obstructions has greatly increased the lumber and granite business of this region.

UNION RIVER, MAINE.

(Page 148.)

First appropriation, 1870. Before improvement portions of the channel were dry at low water. There is now a depth of 3 to 4 feet at that stage, or 15 feet at high water.

By deepening this stream and clearing it of rocks and other obstructions from its mouth to Ellsworth, the head of tide, commercial facilities have been very much increased.

PENOBSCOT RIVER AND BAY, INCLUDING HARBORS AT BANGOR, BUCKSPORT, AND CAMDEN, MAINE.

(Pages 143 and 145.)

The improvements at and in the vicinity of these points may be classed together as having, by removal of obstructions and deepening of channels, very much increased the facilities of navigation on the Penobscot, permitting the use of larger vessels and developing local business to a corresponding extent.

At all these harbors there were before improvement bars and shoals with 2, 3, and 4 feet of water. New channels of 12 feet at low water are now available.

ROCKLAND HARBOR, MAINE.

(Page 147.)

First appropriation, 1880. The project adopted for this improvement consists in the construction of two breakwaters, one from Jameson Point, the other from South Ledge, the estimated cost of which is $550,000.

The breakwater at Jameson Point has been undertaken first. Even in its present very incomplete condition it has shown its value by vessels having already taken advantage of it for refuge.

A *breakwater at Owl's Head* (page 145), 5 miles south of Rockland, was commenced under appropriation of 1852, but never completed. This new one at Rockland, a much better locality, will advantageously take its place. This harbor is situated at the entrance of all the thoroughfares leading to important ports to the east of it, which send out during the year thousands of vessels loaded with valuable cargoes.

July 1, 1882, amount available	$127 20
Amount appropriated by act passed August 2, 1882	40,000 00
	40,127 20
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	36,665 63
July 1, 1883, amount available	3,461 57

KENNEBEC RIVER, MAINE.

(Page 143.)

Small appropriations for the improvement of this river were made at intervals between the years 1827 and 1852. Work of improvement was resumed in 1866. The depth of water has been increased from 2 feet to 10 feet at mean low water from Richmond to Gardiner, and thence 6½ feet at mean low water to Augusta.

The ice business on this river, which is of great importance, has been largely increased and facilitated by this improvement.

RICHMOND HARBOR, MAINE.

(Page 146.)

First appropriation, 1881. The appropriation of 1882 will complete the work projected.

The work is intended for the maintenance of a depth of 10 feet at mean low water to Rich-

mond, and to enable sea-going vessels of a larger class to engage in the transportation of ice, a business of increasing importance.

July 1, 1882, amount available	$6,531 03
Amount appropriated by act passed August 2, 1882	10,000 00
	16,531 03
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	16,531 03

CATHANCE RIVER, MAINE.

(Page 143.)

First appropriation, 1880. The principal obstruction to navigation is at the outer bar, where the channel of the river enters the Kennebec, where there was but 6 feet at mean low water. Owing to the shifting character of this bar, it is not believed that any work, unless at a cost too great to be warranted, would effect a permanent improvement of the channel. Two other bars lying between this and the mouth of the Cathance River can be more effectually improved. Dredging on the outer bar has been completed to the extent projected, a depth of 10 feet at mean low water, and work is in progress on the other bars.

The interest is local; and the improvement thus far has resulted in but little benefit to commerce.

July 1, 1882, amount available		$58 67
Amount appropriated by act passed August 2, 1882		5,000 00
		5,058 67
July 1, 1883, amounted expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$2,723 85	
July 1, 1883, outstanding liabilities	689 52	
		3,413 37
July 1, 1883, amount available		1,645 30

"GUT" OPPOSITE BATH, MAINE.

(Page 143.)

This is a part of Back River, a tidal river 9 miles in length connecting Kennebec River at Bath with the tidewaters of Sheepscot Bay, and affords a short communication between the Kennebec and towns on or near the waters of the Sheepscot. The navigation here was much improved with appropriations made in 1870, 1871. Additional appropriations have been made since 1878, and the projected improvement is now nearly completed, and a navigation opened of not less than 11 feet at mean low water.

The commerce benefited is that of the collection district of Bath, in which in 1881 there were departures, 1,945 vessels, arrivals 1,915; vessels built 55, of 36,334 tons; 800,000 tons of ice shipped; 1,600,000 feet of lumber shipped.

July 1, 1882, amount available	$2,981 75
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	2,981 75

ROYALS RIVER, MAINE.

(Page 147.)

First appropriation, 1871. The projected improvement, completed in 1873, increased the depth to Yarmouth from 1 foot at mean low water to 5 feet, greatly benefiting navigation.

The principal business of Yarmouth is ship-building, it being one of the largest ship-building towns in Maine.

The estimated value of its commerce, at the time of beginning the improvement, was $1,523,500 annually. No recent statistics are at hand.

Amount appropriated by act passed August 2, 1882		$10,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$1,594 23	
July 1, 1883, outstanding liabilities	324 80	
		1,919 03
July 1, 1883, amount available		8,080 97

PORTLAND HARBOR, MAINE.

(Page 146.)

A breakwater on Stamford's Ledge for the protection of the inner harbor was partly built with appropriations of 1836, 1837, and 1838. The appropriations of 1866 and since that date have been applied to the completion of the breakwater and to dredging to 20 feet at mean low water of bars and shoal ground in the harbor, where there was originally on occasional shoal spots but 4 feet.

The breakwater answers well the purposes of its construction, and the dredging, which is still in progress, has had a marked effect in increasing the facility of access of large steam and sail vessels, and the whole improvement is of decided benefit to commerce.

In 1881, value of exports, $11,907,671; imports, $10,410,384.

July 1, 1882, amount available		$1,181 46
Amount appropriated by act passed August 2, 1882		35,000 00
		36,181 46
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$20,336 28	
July 1, 1883, outstanding liabilities	5,150 80	
		25,487 08
July 1, 1883, amount available		10,694 38

RICHMOND ISLAND HARBOR, MAINE.

(Page 147.)

A harbor of refuge has been formed here by a rubble-stone breakwater, connecting the island with the mainland, and has considerably increased the shelter for vessels. The harbor formed by the breakwater affords safe anchorage and good holding-ground for vessels of the largest class with the wind from any point except the southwest.

SACO RIVER, MAINE.

(Page 147.)

First appropriations, 1824 and 1827. Work resumed in 1866 and finished in 1874.

The navigable capacity of the stream has not been changed, but the breakwater built at the entrance to the rivers and piers along the channel have materially increased the facilities of navigation.

KENNEBUNK RIVER, MAINE.

(Page 144.)

Appropriations made at intervals between the years 1829 and 1852. Work resumed with appropriation of 1870 and finished in 1881. The piers built in the river have improved the channel, and the dredging at several points has increased the depth 5 feet.

The improvement of the river has been of material advantage to the ship-building interest centered here.

July 1, 1882, amount available	$1,028 85
July 1, 1883, amount available	1,028 85

WELLS HARBOR, MAINE.

(Page 148.)

The improvement in this harbor has consisted in the repair of an old Government pier built thirty or forty years ago for the purpose of straightening and deepening the channel over the bar at the entrance to the harbor. The work was completed in 1873, and has somewhat increased the facilities of access to the harbor.

The commerce of the place is small and unimportant.

COBSCOOK BAY, MAINE.

(Page 143.)

The appropriation of 1852 was expended in the removal of rocks obstructing navigation near Fall's Island to the depth of mean low water, but was insufficient to complete the work, having left several rocks whose removal was requisite to make navigation good.

PISCATAQUA RIVER, MAINE.

(Page 146.)

The appropriation of 1828 was expended in removing obstructions in the Berwick branch of the river. The nature and extent of the work done upon this improvement is not known.

LAKE WINIPISSIOGEE, NEW HAMPSHIRE.

(Page 173.)

First appropriation, 1880. The depth at the outlet of the lake has been increased from 4 feet to 8 feet by dredging.

The improvement has benefited three or four steamers employed mainly for summer travel.

This lake and its tributaries lie wholly in the State of New Hampshire, their waters forming the chief source of the Merrimac River. A dam built at its outlet forms a reservoir of these waters which is under control of an incorporated company by which the water-power is regulated and supplied to factories along the Merrimac River below.

It does not form by itself, or by its connection with other waters, a continued highway over which commerce is, or may be carried on with other States, and is, therefore, not navigable within the legal definition of the word "navigable," as defined by the Supreme Court of the United States.

July 1, 1882, amount available	$3,266 05
July 1, 1883, amount expended during the fiscal year exclusive of outstanding liabilities July 1, 1882	3,266 05

LAMPREY RIVER, NEW HAMPSHIRE.

(Page 172.)

First appropriation, 1881. By dredging and the removal of rocks and ledges, access to the wharves at New Market have been much improved, and the considerable business of the place facilitated and increased. Still greater benefits are anticipated from the completion of the improvement so as to give a depth of 11½ feet at high water, an increase of 7½ feet over the shoalest part before improvement.

July 1, 1882, amount available		$5,674 75
Amount appropriated by act passed August 2, 1882		10,000 00
		15,674 75
July 1, 1883, amount expended during the fiscal year, exclusive of outstanding liabilities July 1, 1882		15,366 33
July 1, 1833, amount available		308 42

EXETER RIVER, NEW HAMPSHIRE.

(Page 172.)

First appropriation, 1880. The work projected for the improvement of this river has been completed.

The facilities for navigation have been much increased by the increased depth and direct channel gained in the river from 7½ to 10 feet in depth.

The manufacturing towns of South New Market and Exeter have been much benefited.

COCHECO RIVER, NEW HAMPSHIRE.

(Page 172.)

Present improvement begun with appropriation of 1871.

By the removal of ledges, bowlders, &c., a depth of 4 feet at mean low water has been obtained where there was scarcely over 1 foot.

This improved access to the wharves at Dover has given a great impetus to business, which the completion of the channel, for which provision is made in act of August 2, 1882, will still further aid.

Amount appropriated by act passed August 2, 1882		$28,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$8,757 44	
July 1, 1883, outstanding liabilities	1,999 40	
		10,756 84
July 1, 1883, amount available		17,243 16

PORTSMOUTH HARBOR, NEW HAMPSHIRE.

(Page 173.)

An appropriation was made for this harbor and other purposes in 1822, which was in part expended in the erection of a pier on "Sunken Ledge." The present work was begun with the appropriation of 1879.

This is the only outlet of the navigable rivers along the coast of New Hampshire. The United States navy-yard at Kittery, Me., is also situated here.

The accessibility and depth of water of this harbor give to it a special value, the only difficulty to its navigation and safety being caused by sunken ledges and by its tidal currents, which tend to force vessels upon dangerous projecting points and from which numerous serious accidents have occurred and are still liable to occur to United States vessels and others frequenting the harbor.

The improvements projected and in progress will be of very decided benefit to commerce, and are enhanced by the great value of the harbor as a naval station.

July 1, 1882, amount available		$30,419 14
Amount appropriated by act passed August 2, 1882		17,000 00
		47,419 14
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$17,988 04	
July 1, 1883, outstanding liabilities	1,230 00	
		19,218 04
July 1, 1883, amount available		28,201 10

MERRIMAC RIVER, MASSACHUSETTS.

(Page 154.)

The appropriations from 1828 to 1834, inclusive, were expended in the harbor of Newburyport on a breakwater at the mouth of the river.

The present improvement of the river was begun with the appropriation of 1870. Before improvement the channel of the river was narrow, crooked, and obstructed by bowlders, shoals, and ledges. A draft of 9 feet at mean low water, or 16½ feet at mean high water, can now be carried 7 miles above Newburyport; 12 feet at high water for 7 miles further to Haverhill, and 10 feet thence to the Mitchell's Falls; and at low stages 4 feet can be carried through the falls as far as Lawrence, 6 miles.

Seven incorporated cities and the largest mills in New England are benefited by this improvement.

July 1, 1882, amount available		$3,353 79
Amount appropriated by act passed August 2, 1882		9,000 00
		12,353 79
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$7,673 88	
July 1, 1883, outstanding liabilities	350 00	
		8,023 88
July 1, 1883, amount available		4,329 91

NEWBURYPORT HARBOR, MASSACHUSETTS.

(Page 155.)

The appropriations from 1828 to 1834, inclusive, were expended in removing sand bars and building, and repairs of a breakwater. Those from 1870 to 1880 in the removal of rocks and other obstructions to navigation. The depth at low water over the bar was 7 feet.

The present improvement was begun in 1881, and is intended to create a permanent channel at the outer bar of not less than 17 feet at mean low or 24½ feet at mean high water, by means of jetties. The depth of the bar has already been increased to 9½ feet at mean low water by the partial construction of one of the jetties.

This improvement, in connection with that of Merrimac River, is in the interest of the largest manufactories in New England.

July 1, 1882, amount available		$45,438 77
Amount appropriated by act passed August 2, 1882		40,000 00
		85,438 77
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$38,861 40	
July 1, 1883, outstanding liabilities	2,682 69	
		41,544 09
July 1, 1883, amount available		43,894 68

SALEM HARBOR, MASSACHUSETTS.

(Page 156.)

First appropriation, 1873. Before improvement an average depth of 1 foot only could be carried at mean low water to the wharves at the mouth of South River. There is now a channel 300 feet wide and 8 feet deep at mean low water, or 17 feet at high water. The benefit to commerce is the increase of the navigable capacity of the harbor.

SANDY BAY, MASSACHUSETTS.

(Page 157.)

The appropriations of 1836, 1837, and 1838 were applied to the construction of a breakwater 800 feet long, extending eastwardly from the western points of the harbor, to protect it from northerly winds. The work was reported as not only of great advantage to the inhabitants of Sandy Bay (now Rockport), but also a harbor of refuge for coasters, being accessible at all times of tide.

GLOUCESTER HARBOR, MASSACHUSETTS.

(Page 153.)

The appropriation of 1872 was expended in the removal of rocks and ledges in the inner harbor, by which the movement of vessels to and from the wharves and anchorages have been much facilitated, with benefit to the commerce of the place. The annual value of produce of the fisheries is over $3,000,000. This also is an important harbor of refuge for fishermen.

MARBLEHEAD HARBOR, MASSACHUSETTS.

(Page 154.)

With the appropriation of 1852 an existing sea wall at this place was fully repaired through its whole length.

LYNN HARBOR, MASSACHUSETTS.

(Page —.)

First appropriation, 1882. A survey of this harbor has been made, and the project for its improvement is under consideration.

Amount appropriated by act passed August 2, 1882	$60,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	2,138 07
July 1, 1883, amount available	57,861 93

MALDEN RIVER, MASSACHUSETTS.

(Page —.)

First appropriation, 1882. The natural channel is crooked and barely sufficient for vessels drawing 7 feet. The object of the improvement is to straighten, widen, and deepen the channel by dredging so as to enable vessels drawing 10 feet to ascend as far as Malden at high tide.

Amount appropriated by act passed August 2, 1882		$10,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$1,202 33	
July 1, 1883, outstanding liabilities	108 30	
		1,310 63
July 1, 1883, amount available		8,689 37

BOSTON HARBOR, MASSACHUSETTS.

(Page 151.)

The greater part of the sums appropriated and allotted for this harbor since 1828 has been successfully expended for its preservation rather than for the increase of its navigable capacity, but at the same time the depth of water, from the entrance of the harbor to the wharves at Boston, has been increased from 18 to 23 feet at mean low water, with a least width of 600 feet. The depths in several channels tributary to the harbor have also been proportionally increased.

The preservation of headlands and islands has secured shelter to roadsteads and protected the channels against encroachments.

For the year 1881, value of importations, $64,716,022; value of exportations, $70,408,879.

July 1, 1882, amount available		$68,662 63
Amount appropriated by act passed August 2, 1882		95,500 00
		165,162 63
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$46,318 50	
July 1, 1883, outstanding liabilities	8,042 12	
		54,360 62
July 1, 1883, amount available		110,802 01

SCITUATE HARBOR, MASSACHUSETTS.

(Page 157.)

The object of this improvement, begun in 1881, is to make a harbor of refuge for vessels in easterly storms. The design is to build two breakwaters from the projecting points at the entrance to this harbor and to dredge the space within, as well as the channel of entrance, to from 10 to 15 feet at mean low water, the rise of tide being 9 feet.

This harbor, when completed, must prove of undoubted benefit to vessels of all classes trading to Boston.

July 1, 1882, amount available	$203 54
Amount appropriated by act passed August 2, 1882	10,000 00
	10,203 54
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	10,079 91
July 1, 1883, amount available	123 63

PLYMOUTH HARBOR, MASSACHUSETTS.

(Page 155.)

Appropriations for this harbor were made at intervals between the years 1824 and 1838, and one also in 1852. These were all expended for the protection and preservation of the beach upon which the harbor depends for its only shelter in easterly storms.

The appropriations since 1866 have been expended in repairs to the works previously constructed and in their completion on a more permanent plan, and also in the completion of a channel 100 feet wide and 8 feet deep to the wharves of Plymouth.

The total value of foreign and domestic imports and exports (by water) of the port of Plymouth for the year ending December 31, 1881, is stated by the collector of customs to have been $1,439,306.

July 1, 1882, amount available		$89 67
Amount appropriated by act passed August 2, 1882		14,000 00
		14,089 67
July 1, 1883, amount expended during the fiscal year, exclusive of outstanding liabilities July 1, 1882		12,968 53
July 1, 1883, amount available		1,121 14

PROVINCETOWN HARBOR, MASSACHUSETTS.

(Page 156.)

This is one of the most important harbors of refuge on the Atlantic coast. The appropriations made from 1826 to 1882 have been expended with the object of preserving the sand beaches inclosing the harbor, and thereby the harbor itself, and have been applied with success. The appropriation of 1882 will be expended in the extension of the stone bulkhead on Long Point, which will complete all work projected.

The commerce of the New England States is benefited by the maintenance of this harbor.

July 1, 1882, amount available			$1,556 35
Amount appropriated by act passed August 2, 1882			5,000 00
			6,556 35
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$2,920 86		
July 1, 1883, outstanding liabilities	74 88		
			2,995 74
July 1, 1883, amount available			3,560 61

HYANNIS HARBOR, MASSACHUSATTS.

(Page 153.)

This harbor is sheltered by a breakwater built with appropriations made between the years 1828 and 1838. The appropriation of 1852 was spent in repairs. Those made since 1870 were expended in repairs and strengthening the work.

The harbor is accessible at times of mean low water to vessels drawing 16 feet, or at high water 20 feet. Its chief importance to general commerce is as a harbor of refuge.

The number of vessels seeking shelter here in 1878 was about 1,400.

July 1, 1882, amount available			$278 63
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$18 00		
July 1, 1883, outstanding liabilities	75		
			18 75
July 1, 1883, amount available			259 88

NANTUCKET HARBOR, MASSACHUSETTS.

(Page 154.)

The appropriations of 1829, 1831, and 1832 were expended in dredging a channel through the bar. The work resulted in no benefit to commerce or increase of navigable capacity. The work of improvement was resumed in 1880, at which time the least depth of water on the bar was 6 feet at low water.

No marked benefit to commerce or increase of navigable capacity is anticipated until the work now in progress has been further advanced.

July 1, 1882, amount available			$45,792 15
Amount appropriated by act passed August 2, 1882			25,000 00
			70,792 15
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$22,509 73		
July 1, 1883, outstanding liabilities	14,051 42		
			36,561 15
July 1, 1883, amount available			34,231 00

BASS RIVER, MASSACHUSETTS.

(Page 151.)

The appropriations of 1836 and 1838 were expended in the construction of a breakwater to secure a larger space for anchorage in the harbor. Two hundred feet of the projected length of 350 feet were built, affording good shelter to vessels navigating Vineyard Sound.

EDGARTOWN HARBOR, MASSACHUSETTS.

(Page 153.)

The appropriations of 1826 and 1829 were expended in surveys and the construction of a dike, which proved beneficial in arresting the drift of sand into the harbor. That of 1872 was applied

to reopening an outlet into the ocean, with the expectation of thereby maintaining the entrance to the harbor in good navigable condition. The opening was successfully made, but did not prove permanent.

No benefit to commerce resulted from the expenditure.

WOOD'S HOLL HARBOR, MASSACHUSETTS.

(Page 158.)

The first appropriation, that of 1852, was expended in building a breakwater, which proved beneficial by arresting an influx of sand into the harbor.

With the appropriation of 1879 the depth of water at entrance was increased from 7½ to 10 feet, and a direct channel made 120 feet wide and 9 feet deep where none previously existed, by which the important commerce of Buzzard's Bay has been greatly benefited.

The river and harbor act of 1882 makes appropriation for the construction of a harbor of refuge.

July 1, 1882, amount available		$567 07
Amount appropriated by act passed August 2, 1882		52,000 00
		52,567 07
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$2,139 73	
July 1, 1883, outstanding liabilities	436 24	
		2,575 97
July 1, 1883, amount available,		49,991 10

NEW BEDFORD HARBOR, MASSACHUSETTS.

(Page 155.)

The appropriation of 1836 was expended in removing obstructions, and in dredging, by which an increase of 2 feet in the channel was obtained. The appropriation of 1852 was for a survey of this harbor and of Taunton River.

The appropriations of 1875 and 1876 were expended in dredging, and resulted in an increase of depth of channel from 12½ to 15 feet in a width of 200 feet, from deep water to the New Bedford wharves, by which they were made accessible to whalers of the largest class.

TAUNTON RIVER, MASSACHUSETTS.

(Page 157.)

The expenditure of the appropriations made from 1870 to 1879 resulted in increasing the navigable capacity of the stream from 4½ feet to 9 feet at mean high water, and created a very marked increase of commerce. With the appropriations of 1880, 1881, and 1882 it is designed to increase the width of the channel, and also the depth from 9 to 11 feet, to head of navigation. The work is about half finished. No statistics of commerce.

July 1, 1882, amount available		$23,702 36
Amount appropriated by act passed August 2, 1882		25,000 00
		48,702 36
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$20,723 12	
July 1, 1883, outstanding liabilities	7,040 89	
		27,764 01
July 1, 1883, amount available		20,938 35

DUXBURY HARBOR, MASSACHUSETTS.

(Page 153.)

The improvement projected for this harbor consisted in straightening and widening the south channel so as to obtain a width of 200 feet for a depth of 8 feet at mean low water. The work was completed in 1874. This increase of facilities of navigation has been of benefit to the commerce of the port.

WELLFLEET HARBOR, MASSACHUSETTS.

(Page 158.)

The appropriation of 1872 was expended in the removal of the sunken rocks at the entrance to the harbor. The work was finished in 1874, and navigation benefited thereby.

WAREHAM HARBOR, MASSACHUSETTS.

(Page 157.)

Before improvement the ruling depth in the harbor was about 7 feet at mean low water, in a narrow and very crooked channel. The improvement made, with the amount expended prior to June 30, 1880, has enabled vessels drawing 13 feet to reach the wharves at high water.

Further improvement of this harbor is in progress with appropriations made subsequent to the above date.

The annual value of merchandise received and shipped by water at the port of Wareham is reported to be at this time $1,101,300.

July 1, 1882, amount available		$397 45
Amount appropriated by act passed August 2, 1882		5,000 00
		5,397 45
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$3,020 13	
July 1, 1883, outstanding liabilities	386 06	
		3,406 19
July 1, 1883, amount available		1,991 26

FALL RIVER, MASSACHUSETTS.

(Page 153.)

With the appropriations of 1874, 1875, and 1876 the navigable capacity of Fall River Harbor has been increased from 6 to 12 feet at mean low water by removing obstructions of bowlders and bars. Much larger vessels now enter the harbor.

This place is of the highest rank in the extent of its cotton manufactures.

CHURCH'S COVE, RHODE ISLAND.

(Page 203.)

An appropriation was made in 1827 for a survey here. The appropriations of 1836 and 1838 were applied to the construction of a breakwater for the shelter of vessels in stress of weather passing from Vineyard Sound to New York. The breakwater was never finished, and has suffered from want of means for its preservation.

PAWTUCKET RIVER, RHODE ISLAND.

(Page 204.)

Before improvement, in 1867, the channel of approach to the wharves at Pawtucket had a least depth of 4½ feet at mean low water. There is now a channel of 75 feet wide and 7 feet deep at mean low water, which has led to a decided increase of the commerce of Pawtucket, a town of 30,000 inhabitants, largely engaged in manufactures.

July 1, 1882, amount available	$529 58
July 1, 1883, amount available	529 58

PROVIDENCE RIVER AND NARRAGANSETT BAY, RHODE ISLAND.

(Page 205.)

The first appropriation of 1852 was applied to the removal of a shoal at the junction of Seekonk and Providence rivers, upon which there was an available depth of only 4½ feet at low water. The appropriation of 1870, and subsequent ones to date, have been expended in the gradual increase of the depth and width of the channel of approach to Providence, so that it can now be reached at high tide by vessels drawing 25 feet.

There was a balance remaining on hand of $128,464 on July 1, 1882, which will be expended towards deepening the channel to 25 feet at low water.

The benefit to commerce has been an increase of the annual tonnage to and from the port to about 4,000,000 tons.

July 1, 1882, amount available		$3,464 49
Amount appropriated by act passed August 2, 1882		125,000 00
		128,464 49
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$75,378 67	
July 1, 1883, outstanding liabilities	16,921 84	
		92,300 51
July 1, 1883, amount available		36,163 98

POTOWOMUT RIVER, RHODE ISLAND.

(Page 204.)

The appropriation of 1881 was applied to increasing the depth of water on the bar at the entrance of the stream from 2½ to 5 feet.

The benefit to commerce is local.

NEWPORT HARBOR, RHODE ISLAND.

(Page 204.)

In 1872, before improvement, the city wharves could not be reached at low tide by vessels drawing more than 8 feet. This depth has been increased to 12 feet. The anchorage capacity of

the harbor has also been increased about 16 acres, and in depth from 8 feet at mean low water to from 11 to 13 feet. It is one of the most important harbors on the coast.

July 1, 1882, amount available		$8,041 05
Amount appropriated by act passed August 2, 1882		20,000 00
		28,041 05
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$23,552 24	
July 1, 1883, outstanding liabilities	4,130 04	
		27,682 28
July 1, 1883, amount available		358 77

WICKFORD HARBOR, RHODE ISLAND.

(Page 205.)

The appropriations of 1873 and 1874 were expended in increasing the depth of channel into the harbor from $6\frac{1}{2}$ to $9\frac{1}{2}$ feet at mean low water.

This improvement is in the interest of travel between Newport and New York.

BLOCK ISLAND HARBOR, RHODE ISLAND.

(Page 203.)

Between 1870 and 1879 an artificial harbor has been built where none previously existed. In active seasons of the year it is crowded to its full capacity with coasters and fishermen. The local business has also materially increased. The improvement was a much-needed one, and has proved of benefit to commerce.

July 1, 1882, amount available		$65 14
Amount appropriated by act passed August 2, 1882		19,000 00
		19,065 14
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$3,244 85	
July 1, 1883, outstanding liabilities	1,716 62	
		4,961 47
July 1, 1883, amount available		14,103 67

PAWCATUCK RIVER, RHODE ISLAND AND CONNECTICUT.

(Page 257.)

First appropriation, 1871. Improvement completed in 1875, by the creation of a channel 75 feet wide and $5\frac{1}{2}$ feet deep at mean low water up to Westerly, Rhode Island, and Pawcatuck, Connecticut. The least depth before improvement was $2\frac{1}{2}$ feet at low water. The reduction of freight from New York to the above important manufacturing towns is said to have been by reason of this improvement from 25 to 75 cents per ton.

LITTLE NARRAGANSETT BAY, RHODE ISLAND AND CONNECTICUT.

(Page 230.)

Pawcatuck River can only be approached through this bay. Its improvement, begun in 1878, has so far resulted in a channel $7\frac{1}{2}$ feet deep at mean low water, where the depth was but $4\frac{1}{2}$ feet at low water, and is of importance to the manufacturing towns on the Pawcatuck, and to Watch Hill, a place of summer resort.

July 1, 1882, amount available		$277 88
Amount appropriated by act passed August 2, 1882		6,000 00
		6,277 88
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$4,942 84	
July 1, 1883, outstanding liabilities	199 20	
		5,142 04
July 1, 1883, amount available		1,135 84

CONNECTICUT RIVER, MASSACHUSETTS AND CONNECTICUT.

(Page 122.)

Below Hartford.—The appropriation of 1836 was expended in dredging on the bar at the mouth of the river, but owing to want of appropriation from that date to 1870 no permanent benefit resulted from the work.

With the appropriations since 1870 the results have been a steady improvement of the navigation at Saybrook Bar, where jetties now nearly completed have already increased the low-water depth from 6 to $8\frac{1}{2}$ feet. From the bar up stream the dredging of shoals is, and must be, annually

continued, in order to maintain 9 feet at low water to Hartford, until a permanent improvement is completed.

July 1, 1882, amount available		$8,363 00
Amount appropriated by act passed August 2, 1882		45,000 00
		53,363 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$14,619 56	
July 1, 1883 outstanding liabilities	6,228 97	
		20,848 53
July 1, 1883, amount available		32,514 47

Above Hartford and below Holyoke, Massachusetts.—The depth of water on the numerous bars below Enfield Falls has been increased by dredging and the building of wing-dams from 1 foot before improvement to 3 feet at low water.

No statistics of commerce at hand.

HARTFORD, CONNECTICUT, AND HOLYOKE, MASSACHUSETTS.

July 1, 1882, amount available	$13,669 80
July 1, 1883, amount available	13,669 80
Amount (estimated) required for completion of existing project	1,322,805 00

ABOVE HARTFORD AND BELOW ENFIELD FALLS.

July 1, 1882, amount available	$1,912 66
July 1, 1883, amount available	1,912 66

ON OR ABOVE ENFIELD FALLS, AND BELOW HOLYOKE, MASSACHUSETTS.

July 1, 1882, amount available	$10,702 92
July 1, 1883, amount available	10,702 92

STONINGTON HARBOR, CONNECTICUT.

(Page 125.)

In 1827, before improvement, the 12-foot navigable channel was narrow and did not extend to the town wharves, and the harbor was completely exposed to southerly storms.

At present the 12-foot channel extends close to the wharves and is of sufficient width to be readily used. The harbor is effectually sheltered from the southwest, and upon the completion of the breakwater now under construction will be protected from the south and southeast.

This shelter has already proved of advantage to vessels.

July 1, 1882, amount available		$680 44
Amount appropriated by act passed August 2, 1882		25,000 00
		25,680 44
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$15,540 46	
July 1, 1883, outstanding liabilities	4,025 36	
		19,565 82
July 1, 1883, amount available		6,114 62

NEW LONDON HARBOR, CONNECTICUT.

(Page 124.)

In 1880 the principal wharf of the place was separated from the main channel by a shoal. This has been in part removed, and has facilitated the movements of freight steamers.

July 1, 1882, amount available		$158 89
Amount appropriated by act passed August 2, 1882		9,000 00
		9,158 89
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		9,075 01
July 1, 1883, amount available		83 88

THAMES RIVER, CONNECTICUT.

(Page 125.)

In 1829, before improvement, the available depth of the river for 3 miles below Norwich was less than 5 feet at low water. The present available depth is 10½ feet, with the expectation of a still further increase upon the completion of the works now projected.

July 1, 1882, amount available		$28,974 72
Amount appropriated by act passed August 2, 1882		35,000 00
		63,974 72
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$21,438 40	
July 1, 1883, outstanding liabilities	2,114 66	
		23,553 06
July 1, 1883, amount available		40,421 66

CLINTON HARBOR, CONNECTICUT.

(Page —.)

First appropriation, 1882. Formerly there was 8 feet depth at low water in the entrance to this channel, which has since shoaled to 4 feet, owing to a break in the beach. It is proposed to close this with the amount available by a dike of riprap stone, so as to regain the original depth by restoring the full tidal flow.

Amount appropriated by act passed August 2, 1882	$3,000 00
July 1, 1883, amount available	3,000 00

NEW HAVEN HARBOR, CONNECTICUT.

(Page 123.)

Before improvement, in 1867, the low-water channel of this harbor had an available depth of about 7 feet, and the entrance to the harbor was obstructed by a number of sunken rocks.

There is now a channel of 16 feet, 400 feet wide, except over Fort Hale Bar, not yet completed, which is constantly used by vessels that twelve years ago would have been obliged to wait for high tide, or could not have entered without lightering. The available area of the harbor has been largely increased.

July 1, 1882, amount available		$3,464 96
Amount appropriated by act passed August 2, 1882		30,000 00
		33,464 96
July 4, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$2,265 45	
July 1, 1883, outstanding liabilities	2,157 75	
		4,423 20
July 1, 1883, amount available		29,041 76

BREAKWATER AT NEW HAVEN, CONNECTICUT.

(Page 123.)

This was projected in 1879 for the purpose of forming a harbor of refuge. The work is in progress.

July 1, 1882, amount available		$722 34
Amount appropriated by act passed August 2, 1882		60,000 00
		60,722 34
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$13,314 88	
July 1, 1883, outstanding liabilities	5,350 16	
		18,665 04
July 1, 1883, amount available		42,057 30

MILFORD HARBOR, CONNECTICUT.

(Page 123.)

Before improvement, in 1874, this harbor had an available depth of 2 feet and less. There is now an available depth of 4 feet, with a width of from 60 to 100 feet in the channel.

July 1, 1882, amount available		$76 19
Amount appropriated by act passed August 2, 1882		5,000 00
		5,076 19
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$18 13	
July 1, 1883, outstanding liabilities	1,664 95	
		1,683 08
July 1, 1883, amount available		3,393 11

HOUSATONIC RIVER, CONNECTICUT.

(Page 123.)

In 1871, before improvement, the river had an available depth of 7 feet at low water below Derby, with five long shoals upon which there was a depth of from $3\frac{1}{2}$ to 5 feet.

The channel has been straightened and an available depth secured and maintained through the shoals, so that such vessels as can cross the bar at the mouth can now ascend without detention.

July 1, 1882, amount available	$115 40
Amount appropriated by act passed August 2, 1882	2,000 00
	2,115 40
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	118 40
July 1, 1883, amount available	1,997 00

BRIDGEPORT HARBOR, CONNECTICUT.

(Page 121.)

In 1835, before improvement, this harbor had an available depth at mean low water of about 5 feet on the bars, and about 7 feet thence to the town.

There is now a channel to the town 12 feet deep and from 200 to 340 feet wide, which is in constant use, and is frequently sought by passing vessels as a harbor of refuge. The available harbor capacity has been largely increased.

July 1, 1882, amount available	$360 74
Amount appropriated by act passed August 2, 1882	10,000 00
	10,360 74
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	9,533 51
July 1, 1883, amount available	827 23

SOUTHPORT HARBOR, CONNECTICUT.

(Pages 123 and 124.)

The navigation of this harbor, formerly known as Mill River, was almost impracticable, the channel being nearly bare at low water. The appropriations of 1829 and 1832 were applied to the construction of a breakwater and dike, and to the excavation of the channel. This work secured a channel of moderate width and a depth of 2 feet at low water. The channel has since been deepened to 4 feet and made 100 feet wide.

July 1, 1882, amount available	$155 85
Amount appropriated by act passed August 2, 1882	3,000 00
	3,155 85
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	2,841 78
July 1, 1883, amount available	314 07

BLACK ROCK HARBOR, FAIRWEATHER ISLAND, CONNECTICUT.

(Page —.)

The sea-wall built here with the appropriations of $10,000 in 1836 and $11,500 in 1838, has been the means of preserving one of the best harbors of refuge on Long Island Sound.

WESTPORT HARBOR AND CEDAR POINT, CONNECTICUT.

(Pages 122 and 126.)

In 1836–'37 a sea-wall was built on Cedar Point and a canal cut through Great Marsh, which have resulted in preserving the harbor from threatened influx of sand, and shortened, by means of the canal, the course westward by about 4 miles, and has been of benefit to navigation.

NORWALK HARBOR, CONNECTICUT.

(Page 124.)

In 1871, before improvement, the available low-water depth to South Norwalk was about 5 feet; thence to Norwalk not more than 1½ feet.

The improvement has secured and maintained a channel 100 feet wide and nearly 8 feet deep to South Norwalk, and from 60 to 80 feet wide and 6 feet deep thence to Norwalk.

July 1, 1882, amount available	$310 19
August 14, 1883, overpayment refunded	296 30
Amount appropriated by act passed August 2, 1882	5,000 00
	5,606 49
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	5,091 14
July 1, 1883, amount available	515 35

HUNTINGTON HARBOR, NEW YORK.

(Page 182.)

In 1872, before improvement, the entrance to this harbor was obstructed by bowlders, and long flats prevented vessels from reaching nearer than 2,000 feet of the wharves of the town. These can now be reached through a channel of 8 feet in depth.

PORT JEFFERSON HARBOR, NEW YORK.

(Page 186.)

In 1871, before improvement, a bar existed just outside the entrance to this harbor, having a low-water depth of 3 to 3½ feet.

This entrance has been deepened to 8 feet at low water for a width of 100 feet, and the harbor is now accessible for local commerce and to passing vessels in stress of weather.

July 1, 1882, amount available		$421 31
Amount appropriated by act passed August 2, 1882		8,000 00
		8,421 31
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$486 05	
July 1, 1883, outstanding liabilities	5,273 08	
		5,759 13
July 1, 1883, amount available		2,662 18

MAMARONECK HARBOR, NEW YORK.

(Page .)

First appropriation, 1882. This is a tidal inlet opening into a broad bay on the north shore of Long Island Sound. The available depth at mean low water is 5 feet half way up the inlet, but to the head of the harbor it is less than 1 foot. There are several rocks in and near the channel which have been the cause of numerous wrecks. The improvement contemplates the removal of the worst of these rocks, and dredging to 7 feet at low water half way up the inlet and 4 feet to the town.

This harbor is the port of a large and prosperous back country which would be much benefited by this improvement.

Amount appropriated by act passed August 2, 1882	$15,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	78 60
July 1, 1883, amount available	14,921 40

GREENPORT HARBOR, NEW YORK.

(Page .)

First appropriation, 1882. This harbor is near the east end of Long Island. It is protected from storms of any quarter but the northeast. It is proposed to construct a breakwater for protection from that quarter, and to increase the sheltered area, which has much diminished owing to the erosion of a projecting point.

Number of vessels registered at Greenport in 1881, 263; tonnage, 16,271. Gross amount of the business of the place about $2,000,000 in 1881.

Amount appropriated by act passed August 2, 1882		$10,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$157 09	
July 1, 1883, outstanding liabilities	71 55	
		228 64
July 1, 1883, amount available		9,771 36

PECONIC RIVER, NEW YORK.

(Page 185.)

The available depth of channel to Riverhead was in 1871, before improvement, not over 1½ feet at low water.

The available depth is now 4 feet.

DREDGING MUD-BARS IN THE HUDSON RIVER OPPOSITE JERSEY CITY.

(Page 182.)

The appropriation of 1875 was expended in dredging a mud-bank which had formed opposite Jersey City to a depth of 25 feet at mean low water, but owing to the shape of the river shore above the point dredged, the benefit from the dredging was not of a permanent character.

HUDSON RIVER, NEW YORK.

(Page 181.)

Appropriations were made at intervals between the years 1834 and 1852 inclusive, and expended in construction of dikes, dams, and revetments, and in dredging. Work was resumed with the appropriation of 1864.

In 1866, 7½ feet could be carried at low water from New Baltimore to Albany, and from Albany to Troy 7.2 feet. The channels, however, were very crooked in places, very narrow, and of such difficult navigation that the grounding of boats was of ordinary occurrence.

June 30, 1880, the condition of the work was a navigable channel from New Baltimore to Albany of 9½ feet at low water, and from Albany to Troy of 8 feet. No survey or examination has since been made. No complaints of detention of vessels have been made.

July 1, 1882, amount available		$46,790 35
Amount appropriated by act passed August 2, 1882		10,000 00
		56,790 35
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$3,390 83	
July 1, 1883, outstanding liabilities	37,000 00	
		40,390 83
July 1, 1883, amount available		16,399 52

RONDOUT HARBOR, NEW YORK.

(Page 187.)

First appropriation, 1872. Before improvements, the channel from the creek to the channel of Hudson River had a depth of 9 feet at low water. There is now a channel 200 feet wide and 10 feet deep including therein a depth of 12 feet in a width of 100, and a depth of 13½ feet in a width of 50 feet. Amount of commerce benefited, $70,000,000.

July 1, 1882, amount available		$2,268 69
Amount appropriated by act passed August 2, 1882		2,000 00
		4,268 69
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		3,508 66
July 1, 1883, amount available		760 03

REMOVING OBSTRUCTIONS IN EAST RIVER AND AT HELL GATE, NEW YORK.

(Page 180.)

The original condition of the channel was the existence of many large and dangerous rocky obstructions to navigation, having over them depths varying from 11 to 20 feet, and what added considerably to the danger from these reefs was the bend at right angles of the river at Hell Gate.

The first appropriation was in 1852. The present improvement was begun with the appropriation of 1868. The condition of the work at this time is the removal of Diamond, Coenties, Ways Reef, and Shelldrake, to the depth of 26 feet at mean low water; the breaking up of Heel Tap Rock, the tunneling and explosion of Hallett's Point, and the removal of *débris* to the depth of 26 feet; the tunneling of Flood Rock to the extent of 20,236 linear feet, and the removal therefrom of 72,116 cubic yards of stone, and 18,557 holes drilled for the final blast. The reef off the North Brother has also been removed to 26 feet at mean low water.

The amount of commerce and navigation benefited by the completion of this work is estimated at $4,000,000 daily.

July 1, 1882, amount available		$25,623 35
Received from sales of fuel		48 00
Amount appropriated by act passed August 2, 1882		200,000 00
		225,671 35
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$186,526 30	
July 1, 1883, outstanding liabilities	3,324 63	
		189,850 93
July 1, 1883, amount available		35,820 42

HARLEM RIVER, NEW YORK.

(Page 181.)

An allotment of $11,000 was made from the appropriation of 1874 for Hell Gate, which, added to the appropriation of 1875, was expended in the removal of the reef lying off the foot of East One hundred and twenty-fifth street, New York City, from a depth of 9 feet to that of 14½ feet at mean low water, thereby giving great relief to the large number of steamers plying between Harlem and New York.

The object of the improvement to be made with the appropriation of 1878, and subsequent ones, is to connect the Hudson River and the East River with a 15-foot channel. The surveys have been completed and the lines of improvement mapped, but in consequence of the condition that these appropriations are not available until the right of way is secured to the United States free of cost, operations are deferred until this right of way is secured. The amount of commerce to be benefited by this work will be very large.

July 1, 1882, amount available	$400,000
July 1, 1883, amount available	400,000

BUTTERMILK CHANNEL, NEW YORK.

(Page 177.)

First appropriation, 1880. This channel in its original condition was obstructed by a large shoal, with a least depth of 9½ feet at mean low water, which lay in the direct track of navigation and too near the wharves of Brooklyn for the safe passage of large vessels. The result of the improvement as far as it has progressed has been the removal of a part of the shoal next to the Brooklyn piers for 2,400 feet in length and 250 feet in width, thereby giving great relief to vessels going to the Brooklyn wharves. The amount of commerce benefited by the completion of this work is estimated at $1,500,000 daily.

July 1, 1882, amount available		$49,272 71
Amount appropriated by act passed August 2, 1882		60,000 00
		109,272 71
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$48,435 57	
July 1, 1883, outstanding liabilities	7,665 00	
		56,100 57
July 1, 1883, amount available		53,172 14

GOWANUS BAY CHANNEL, NEW YORK.

(Page 180.)

First appropriation, 1881. The original condition of the channel was inadequate for the navigation of vessels employed in the commerce of this district, the depth of water varying from 6.9 feet to 12.3 feet at mean low water. The work, as far as it has progressed, has resulted in a channel, by dredging, about 5,000 feet long, 100 feet wide, and 18 feet deep. The amount of commerce and navigation to be benefited is about $5,000,000 annually.

July 1, 1882, amount available		$9,970 03
Amount appropriated by act passed August 2, 1882		20,000 00
		29,970 03
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		10,094 34
July 1, 1883, amount available		19,875 69

ECHO HARBOR, NEW ROCHELLE, NEW YORK.

(Page 180.)

First appropriation, 1878. In the original condition of navigation there were two rocky obstructions, one exposed in part at low water, and the other with a least depth of 1 foot at mean low water. The work, as far as it has progressed, has been the removal of one of these rocks to a depth of 7 feet at mean low water, and of a portion of the other to a depth of 9 feet below mean low water. Amount of commerce to be benefited by the completion of this work, $1,500,000 annually.

July 1, 1882, amount available		$491 63
Amount appropriated by act passed August 2, 1882		3,000 00
		3,491 63
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		125 26
July 1, 1883, amount available		3,366 37

NEW ROCHELLE HARBOR, NEW YORK.

(Page 180.)

First appropriation, 1881. The original condition of the channel was, that it was narrow and interspersed with sunken reefs of rocks which made it dangerous for navigation.

The work, as far as it has progressed, has been the dredging of a channel 1,500 feet long, 100 feet wide, and 6 feet deep at mean low water, and the removal of a rock at the mouth of the channel. No commerce directly benefited.

July 1, 1882, amount available		$10,493 42
Amount appropriated by act passed August 2, 1882		15,000 00
		25,493 42
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$307 97	
July 1, 1883, outstanding liabilities	9,000 00	
		9,307 97
July 1, 1883, amount available		16,185 45

PORT CHESTER HARBOR, NEW YORK.

(Page 186.)

First appropriation, 1872. Before improvement the channel was obstructed by two rocks, one with a depth over it of 5.7 feet at low water, and the other slightly projecting above the level of mean low water.

With the appropriation of 1872, this last rock has been removed to a depth of 9 feet at mean low water.

No work has yet been done with the appropriation of 1882. Amount of commerce to be benefited not reported.

July 1, 1882, amount available	$1,950 00
Amount appropriated by act passed August 2, 1882	15,000 00
	16,950 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	25 00
July 1, 1883, amount available	16,925 00
Amount (estimated) required for completion of existing project	16,632 00

RARITAN RIVER, NEW JERSEY.

(Page 175.)

The appropriations of 1836 and 1837 were expended in removing obstructions from the river at New Brunswick.

At the commencement of operations in 1879, the condition of navigation in the lower part of the river was a least depth of 6 to 7 feet at mean low water, and 7 to 8 feet at shoals as far up as New Brunswick.

The result of the improvement so far has been that by the construction of dikes and dredging a channel 12 feet deep at mean low water has been obtained at "the Stakes," except for a short distance where it has been dredged to 9 feet; the completion of a channel by dredging at "the Middle Ground," 5,300 feet long, 130 feet wide, and 12 feet deep at mean low water, and a channel 1,000 feet long, 134 feet wide, and 12 feet deep made by blasting at "White Heads."

The appropriation of 1882 will be expended in continuation of the rock blasting at this last point, and in dredging.

Amount of tonnage passing through the Delaware and Raritan Canal at New Brunswick from March 1, 1881, to January 1, 1882, 1,527,579 tons.

July 1, 1882, amount available		$27,792 11
Received from sales of coal		90 00
Amount appropriated by act passed August 2, 1882		25,000 00
		52,882 11
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$34,923 90	
July 1, 1883, outstanding liabilities	1,978 74	
		36,902 64
July 1, 1883, amount available		15,979 47

SOUTH RIVER, NEW JERSEY.

(Page 176.)

The appropriations of 1871 and 1873 were expended in deepening the canal or cut into Raritan River.

At the commencement of operations in 1881 there was a depth of only 3½ feet at the canal mouth, and a least depth of from 2 to 3 feet at men low water at various points up the river.

The available funds will be applied to diking and dredging in the canal and at its outlet for the purpose of obtaining a depth of 8 feet at mean low water. Amount of commerce to be benefited, $3,000,000 annually.

July 1, 1882, amount available		$45,261 37
Received from sales of coal		30 06
Amount appropriated by act passed August 2, 1882		10,000 00
		55,291 43
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$23,338 57	
July 1, 1883, outstanding liabilities	28,032 12	
		51,370 69
July 1, 1883, amount available		3,920 74

FLUSHING BAY, NEW YORK.

(Page 180.)

Work of improvement begun in 1880. A channel 80 feet wide, 6 feet deep at mean low water, has been made from Long Island Sound into the creek at Flushing, with a branch channel of the same width to a dock on the Newtown side of the bay. Before improvement the least depth in channel was 3.9 feet at mean low water.

The work has been of special benefit to the town of Flushing and adjacent country.

The amount of commerce benefited by this improvement was estimated, in 1882, to be $5,000,000 annually.

July 1, 1882, amount available	$2,255 71
Amount appropriated by act passed August 2, 1882	5,000 00
	7,255 71
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	7,247 08
July 1, 1883, amount available	8 63

PASSAIC RIVER ABOVE NEWARK, NEW JERSEY.

(Page 174.)

Improvement begun in 1872, at which time the ruling depth was about 3 feet; this has been increased to 6 feet at mean low water, with a channel from 60 to 75 feet in width from Belleville to Passaic, affording increased facilities for the transportation of heavy freight.

In 1877, the amount of commerce benefited was estimated at $1,000,000; in 1882, at $2,000,000.

July 1, 1882, amount available		$2,452 62
Amount appropriated by act passed August 2, 1882		7,000 00
		9,452 62
July 1, 1883, outstanding liabilities		53 50
July 1, 1883, amount available		9,399 12

PASSAIC RIVER FROM PENNSYLVANIA RAILROAD BRIDGE TO ITS MOUTH.

(Page 174.)

Improvement begun in 1880. The depth at the bar at the mouth of the river has been increased from 7 to 10 feet, and that depth carried up, with a width of 200 feet, to a point 1 mile above.

The improvement thus far made has been of direct and important benefit to shipping and manufacturing interests centered at Newark. Twenty-two thousand vessels passed through the draw of the lowest bridge on the river in 1881.

July 1, 1882, amount available		$9,929 82
Amount appropriated by act passed August 2, 1882		43,000 00
		52,929 82
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities, July 1, 1882	$21,068 87	
July 1, 1883, outstanding liabilities	3,035 65	
		24,104 52
July 1, 1883, amount available		28,825 30

CHANNEL BETWEEN STATEN ISLAND AND NEW JERSEY.

(Page 259.)

Improvement begun in 1874, at which time the least depth of water in channel was 10 feet at mean low water. This has been increased to 13 feet in a channel 200 feet wide, and 12 feet in a channel 340 feet wide.

This improvement, as far as made, is of great and increasing benefit to an extensive commerce.

For Elizabethport the trade in 1882 was, in coal, 3,225,000 tons; iron and other freight, 122,500 tons.

July 1, 1882, amount available		$3,828 65
Amount appropriated by act passed August 2, 1882		40,000 00
		43,828 65
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		42,033 27
July 1, 1883, amount available		1,795 38

ICE BREAKER ON STATEN ISLAND, NEW YORK.

(Page 188.)

The object of the appropriation of 1836 was to provide a breakwater at the quarantine grounds to protect the public wharf and buildings from northeast gales. It was applied to building cut-stone piers, the spaces between which were occupied by piles. The work was not for the benefit of general commerce.

NEWARK BAY, NEW JERSEY.

(Page 174.)

The project adopted for the application of the appropriation of 1852, was to open a channel through the bar at the junction of the Passaic and Hackensack rivers, 100 feet in width, and of such depth, not exceeding 11½ feet, as the appropriation would secure. The funds were exhausted before the work of obtaining a suitable channel was accomplished, and during the long interval between this and the next appropriation in 1872, the cut made was obliterated.

No material benefit to commerce resulted.

SHREWSBURY RIVER, NEW JERSEY.

(Page 175.)

Work of improvement begun in 1871. Benefit to commerce has resulted from obtaining a depth of 6 feet at mean low water from the mouth to head of navigation on the North Branch, and for nearly the entire length of the main stem and South Branch, the depth before the improvement being only about 3 feet.

The value of the commerce in Shrewsbury River and its branches was estimated to be, in 1870, $1,175,100; in 1882, $2,501,425.

July 1, 1882, amount available		$19,507 01
Amount appropriated by act passed August 2, 1882		30,000 00
		49,507 01
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$32,495 17	
July 1, 1883, outstanding liabilities	4,056 78	
		36,551 95
July 1, 1883, amount available		12,955 06

LITTLE EGG HARBOR, NEW JERSEY.

(Page 174.)

The appropriations of 1836 and 1838 were expended for the preservation of Tucker's Island by the construction of jetties perpendicular to the shore, to arrest abrasion by the surf; these were eventually carried away by storms. Upon inspection in 1853, it was concluded not to repair them, as it was found that the abrasion they were designed to prevent had actually occurred without injury to the harbor. The appropriation of 1852, made for repairs, was not expended, but covered into the Treasury.

RAHWAY RIVER, NEW JERSEY.

(Page 175.)

Work of improvement begun in 1879, and has resulted thus far in increasing the depth of water for 5 miles (from the mouth of the river to near the head of navigation) from 4½ feet at mean high water, to 7 feet in a channel from 40 to 70 feet wide.

Commerce has been benefited by increased advantages for the shipment of coal, lumber, and miscellaneous merchandise. The work being incomplete, the full advantage has not yet been shown.

July 1, 1882, amount available		$4,556 18
Amount appropriated by act passed August 2, 1882		7,000 00
		11,556 18
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$4,766 86	
July 1, 1883, outstanding liabilities	3,254 30	
		8,021 16
July 1, 1883, amount available		3,535 02

ELIZABETH RIVER, NEW JERSEY.

(Page 173.)

Begun in 1879. The advantage to commerce has resulted from an increase of depth from 4½ to 7 feet, affording greater facilities for transportation. The work is still unfinished, but its advantages will be increased as it is carried further up-stream.

Tonnage on the river, for year ending June 30, 1882, 20,937 tons.

Amount appropriated by act passed August 2, 1882		$8,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$204 54	
July 1, 1883, outstanding liabilities	2,348 51	
		2,553 05
July 1, 1883, amount available		5,446 95

WOODBRIDGE CREEK, NEW JERSEY.

(Page 176.)

Improvement begun in 1879. Benefit to commerce has resulted from increased depth of about 3 feet. The improvement is not yet completed.

The tonnage for the year 1882 was 116,150 tons. Large quantities of clay, fire-brick, drain-pipes, &c., are shipped, and the facilities for transportation are much increased.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount expended during fiscal year	5,000 00

MANASQUAN RIVER, NEW JERSEY.

(Page 174.)

Improvement begun in 1881. The depth on the bar was originally from 1 foot to 18 inches; in the inner basin the least depth was about 4 feet. The improvement is incomplete, and while the general effect of the work so far executed has been to maintain the outlet in a more nearly

stationary condition, and to increase the depth on the bar, so that it now varies from 18 inches to 4 feet, but little benefit has yet resulted to commerce.

July 1, 1882, amount available		$1,518 92
Amount appropriated by act passed August 2, 1882		7,000 00
		8,518 92
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$2,393 38	
July 1, 1883, oustanding liabilities	6,124 01	
		8,517 39
July 1, 1883, amount available		1 53

RARITAN BAY, NEW JERSEY.

(Page 175.)

Work of improvement begun in 1881. The least depth across the shoal separating the deep water of main ship-channel of New York Harbor, from the deep water leading to Perth Amboy and South Amboy, was 14½ feet at mean low water. This has been increased to 21 feet for a width of 105 feet. The work is still incomplete, a width of 300 feet for the channel being contemplated.

The benefit resulting to commerce is not only to that of the above towns, but to a large extent of country having railroad terminal facilities at these points.

Tonnage cleared and entered at Perth Amboy in 1882, 64,550 tons.

July 1, 1882, amount available		$207 53
Amount appropriated by act passed August 2, 1882		50,000 00
		50,207 53
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$828 34	
July 1, 1883, outstanding liabilities	12,364 00	
		13,192 34
July 1, 1883, amount available		37,015 19

MATTAWAN CREEK, NEW JERSEY.

(Page 174.)

Improvement begun in 1881. Commerce has been benefited by an increase of the depth from about 2½ to 4 feet at mean low water, from the mouth of the creek to head of navigation, for a width of 100 feet at the bar, and from 25 to 50 feet higher up, the full width intended being not yet attained.

In 1881 the shipments were valued at $800,000.

July 1, 1882, amount available		$155 09
Amount appropriated by act passed August 2, 1882		6,000 00
		6,155 09
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		6,155 09

CHEESEQUAKES CREEK, NEW JERSEY.

(Page 173.)

The work of improving the navigation of this stream having only been begun in 1882, there are as yet no results to show the advantage to commerce. At present there is only 1 foot depth at low water on the bar at the mouth of the creek.

For the year ending June 30, 1881, the number of vessels passing in and out of the creek was stated to be 560.

July 1, 1882, amount available		$24,292 11
Amount appropriated by act passed August 2, 1882		15,000 00
		39,292 11
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$21,248 24	
July 1, 1883, outstanding liabilities	6,578 46	
		27,826 70
July 1, 1883, amount available		11,465 41

KEYPORT HARBOR, NEW JERSEY.

(Page ——.)

A harbor in Raritan Bay accessible to steamboats drawing 6 feet, and to small schooners.

First appropriation, August 2, 1882. The least depth at present is about 5 feet at mean low water, which it is proposed to increase to 8 feet. No work has been done.

For the year ending June 30, 1882, the total value of exports was estimated at $4,070,000, and of imports, $1,851,250. It is the outlet of many of the products of six townships of New Jersey.

Amount appropriated by act passed August 2, 1882		$30,475 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$356 65	
July 1, 1883, outstanding liabilities	447 12	
		803 77
July 1, 1883, amount available		29,671 23

SHEEPSHEAD BAY, NEW YORK.

(Page 188.)

The depth at the present inlet is about 2 feet at mean low water, with about 4 feet in the interior basin. The plan of improvement provides for a depth of 6 feet.

The work to be executed under the appropriations of 1880, 1881, and 1882 has been contracted for, but not yet begun, and consequently there is as yet no benefit to commerce.

July 1, 1882, amount available	$7,356 18
Amount appropriated by act passed August 2, 1882	3,000 00
	10,356 18
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	72 08
July 1, 1883, amount available	10,284 10

CANARSIE BAY, NEW YORK.

(Page 178.)

This improvement is intended to connect Canarsie Landing with the deep water of Jamaica Bay by channel of 6 feet at low water, the original depth being 4½ feet. Nothing having been done beyond the construction of a dike, in 1881, there is as yet but little benefit to commerce, although the dike has had the designed effect of deepening the outlet of Canarsie Channel. The amount of commerce to be benefited has not been reported.

July 1, 1882, amount available	$5,220 71
Amount appropriated by act passed August 2, 1882	3,000 00
	8,220 71
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	8,220 71

SUMPAWAMS INLET, NEW YORK.

(Page 188.)

Extends from Great South Bay to the village of Babylon.

The depth in the channel is from 1 to 5 feet at mean low water. The project of improvement provides for a channel having a uniform depth of 5 feet at mean low water.

The work to be executed under the appropriations of 1881 and 1882 has been contracted for, but not yet begun, so that there is as yet no advantage to commerce. The amount of trade has been estimated at $500,000.

July 1, 1882, amount available	$4,968 00
Amount appropriated by act passed August 2, 1882	2,000 00
	6.968 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	6,861 07
July 1, 1883, amount available	106 93

EAST CHESTER CREEK, NEW YORK.

(Page 179.)

First appropriation 1873. Work begun 1877.

Before improvement the least depth at mean high water was less than 7 feet, with a narrow and crooked channel. This has been increased to 9 feet, and the channel straightened for a distance of about 5,500 feet, with a reduction of nearly half the length of channel.

The advantages of this improvement have been mainly to the towns of East Chester and Mount Vernon in affording increased facilities for transportation of coal, lumber, and general merchandise. The work is incomplete.

Value of commerce to be benefited is estimated at $2,200,000.

July 1, 1882, amount available	$7,101 80
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	20 00
July 1, 1883, amount available	7,081 80

NEWTOWN CREEK, NEW YORK.

(Page 183.)

First appropriation 1880. Work begun 1881.

Before the beginning of work the least depth at mean low water in the section of the stream under improvement was 12½ feet. A channel from 15 to 17 feet deep and about 60 feet wide has been excavated.

The improvement being incomplete, the advantage to commerce is not yet fully developed. In 1880 the amount of commerce to be benefited was estimated at more than $10,000,000,

This is believed to have largely increased. The principal refineries of petroleum are located on this stream.

July 1, 1882, amount available		$1,147 11
Amount appropriated by act passed August 2, 1882		15,000 00
		16,147 11
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		15,200 24
July 1, 1883, amount available		946 87

DELAWARE RIVER, BETWEEN TRENTON AND BRIDESBURG.

(Page 228.)

Improvement begun with the appropriation of 1873, and prosecuted mainly in the vicinity of Bordentown, N. J.

The navigable capacity of this portion of the river before improvement was 3 feet at low water. The least depth is now 6 feet at low water and only on the bar 3½ miles below Bordentown.

The resulting benefit to commerce is facilitating the access to the Delaware and Raritan Canal for the numerous vessels engaged in the canal and river trade.

Amount appropriated by act passed August 2, 1882		$10,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$6,724 28	
July 1, 1883, outstanding liabilities	450 16	
		7,174 44
July 1, 1883, amount available		2,825 56

DELAWARE RIVER, BELOW BRIDESBURG, PENNSYLVANIA.

(Page 228.)

Improvement begun with the appropriation of 1873.

1. *At Five-Mile Point.*—The navigable capacity of the river at this point was from 6 to 7 feet before improvement. It is now 9 feet at mean low water by a straight and narrow channel past this point.

The project contemplates widening the channel.

The improvement has benefited the up-river trade to Trenton and intermediate points.

2. *Petty's Island Bar.*—The navigable capacity here before improvement was 14 feet at low water. The present navigable capacity is 24 feet, in a low-water channel 225 feet wide.

3. *Smith's Island Bar.*—The navigable capacity before improvement was 6 feet at low water. There is now a low-water channel 200 feet wide and 10 feet deep at low water.

4. *Mifflin Bar* (page 229).—First appropriation 1836. The present improvement dates from the appropriation of 1873.

The navigable capacity across this bar when this improvement was begun was about 18 feet at low water; during the last three years it has varied from 22 to 26 feet at low water.

5. *Bulkhead Shoals* (page 229).—The navigable capacity before the improvement was begun was about 21 feet at low water. About one-fourth of a low-water channel of 24 feet depth has been dredged across these shoals to the depth of 22 feet. This channel is designed to be 900 feet wide when finished.

The rapidly-increasing commerce of the city of Philadelphia calling constantly for larger vessels of deeper draught and greater capacity, has been benefited to a marked degree by the increase of a navigable capacity of the Delaware below Bridesburg.

July 1, 1882, amount available		$74,821 91
Amount appropriated by act passed August 2, 1882		136,000 00
		210,821 91
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$88,464 97	
July 1, 1883, outstanding liabilities	1,117 02	
		89,581 99
July 1, 1883, amount available		121,239 92

6. *Schooner Ledge* (page 229).—First appropriation 1879. The navigable capacity across this ledge before improvement was from 18 to 19 feet at low water. There is now a channel 220 feet wide with 24 feet depth at low water across this, the most dangerous and serious obstruction to the passage of the larger class of vessels.

July 1, 1882, amount available		$16,377 54
Amount appropriated by act passed August 2, 1882		40,000 00
		56,377 54
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$44,344 75	
July 1, 1883, outstanding liabilities	4,464 60	
		48,809 35
July 1, 1883, amount available		7,568 19

7. *Cherry Island Flats* (page 229).—Work begun with the appropriation of 1879, at which time there was about 18 to 19 feet at low water in the two channels across these flats. There is now a depth of 24 feet at low water. The new channel is now 390 feet wide. The project contemplates a width of 900 feet.

July 1, 1882, amount available		$26,216 00
Amount appropriated by act passed August 2, 1882		100,000 00
		126,216 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$62,699 19	
July 1, 1883, outstanding liabilities	19,833 08	
		82,532 27
July 1, 1883, amount available		43,683 73

ICE HARBOR AT THE HEAD OF DELAWARE BAY.

(Page —).

The appropriation of August 2, 1882, for this work remains unexpended.

Amount appropriated by act passed August 2, 1882	$25,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	74 78
July 1, 1883, amount available	24,925 22

ICE HARBOR AT REEDY ISLAND, DELAWARE RIVER.

(Page 128.)

At intervals between the years 1828 and 1852, appropriations were made for the construction and repair of piers at this and other points on the Delaware.

The piers here have gone to decay for want of appropriations for repairs, and are now unserviceable.

ICE HARBOR AT MARCUS HOOK, PENNSYLVANIA.

(Page 202.)

The benefit to commerce from this improvement has been to furnish a sheltered area of about eight acres to vessels in winter from running ice. Its capacity might be advantageously increased.

July 1, 1882, amount available		$38,796 12
Amount appropriated by act passed August 2, 1882		15,000 00
		53,796 12
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$8,499 96	
July 1, 1883, outstanding liabilities	15,345 00	
		23,844 96
July 1, 1883, amount available		29,951 16

ICE HARBOR AT CHESTER, PENNSYLVANIA.

(Page 201.)

The usefulness of this harbor as a shelter to vessels in winter has been so diminished by the extension of private wharves and the gradual advance of the low-water mark, that it is at present of very little value.

RANCOCAS RIVER, NEW JERSEY.

(Page 175.)

First appropriation, 1881. The improvement, so far as made, has been the dredging of a continuous channel, 85 feet wide, through a bar in the stream, to a depth of $6\frac{1}{2}$ at mean low water, where there was before but 4 feet.

The amount of commerce benefited is unknown.

Amount appropriated by act passed August 2, 1882	$10,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	9,148 10
July 1, 1883, amount available	851 90

FRANKFORD CREEK, PENNSYLVANIA.

(Page —.)

First appropriation, 1882. A 7-foot low-water channel, as wide as the safety of the banks would warrant, has been made from the mouth to the bend above the bridge.

The benefit to be derived from this is to enable vessels of greater draught to ascend to that point.

Amount appropriated by act passed August 2, 1882		$10,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$509 30	
July 1, 1883, outstanding liabilities	8,090 94	
		8,600 24
July 1, 1883, amount available		1,399 76

SCHUYLKILL RIVER, PENNSYLVANIA.

(Page 203.)

First appropriation, 1870. When this work was begun the channel of entrance from the Delaware had a mean low-water depth of 15 feet. A low-water channel, from the Delaware to 1,500 feet above Girard's Point, 24 feet deep and 250 feet wide, is now nearly completed; and thence to Point Breeze, one of 20 feet deep, and about 175 feet wide, is also nearly completed.

The lower part of this river, on which the improvements are now in progress, is one of the most important parts of the port of Philadelphia, and the point of departure for the heaviest cargoes.

July 1, 1882, amount available		$54,093 94
Amount appropriated by act passed August 2, 1882		25,000 00
		79,093 94
July 1, 1883, amounted expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$39,389 15	
July 1, 1883, outstanding liabilities	10,484 97	
		49,874 12
July 1, 1883, amount available		29,219 82

WOODBURY CREEK, NEW JERSEY.

(Page —.)

First appropriation, 1882. Nothing was expended on this work up to June 30, 1883, except for a survey.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	450 31
July 1, 1883, amount available	4,549 69

MANTUA CREEK, NEW JERSEY.

(Page —.)

First appropriation, 1882. No money has yet been expended on this work.

Amount appropriated by act passed August 2, 1882	$3,000 00
July 1, 1883, amount available	3,000 00

RACOON RIVER, NEW JERSEY.

(Page ——.)

First appropriation, 1882. Nothing was expended on this work up to June 30, 1883, except for surveys.

Amount appropriated by act passed August 2, 1882	$3,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	757 23
July 1, 1883, amount available	2,242 77

CHESTER CREEK, PENNSYLVANIA.

(Page 201.)

First appropriation 1881. Work is in progress for making a channel 7½ feet deep at low water, and from 40 to 50 feet wide, from a bridge in Chester, the head of navigation, to deep water in Delaware River. Before this work began, the depth of water was 4½ feet.

The creek passes through the heart of the town of which it is the drainage sewer, and is used by small craft and canal boats. Benefit to commerce, local.

July 1, 1882, amount available		$2,927 08
Amount appropriated by act passed August 2, 1882		3,000 00
		5,927 08
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		5,927 08

WILMINGTON HARBOR, DELAWARE.

(Page 129.)

First appropriation, 1836. The present improvement of the entrance to and channel of Christiana River which constituted the harbor of Wilmington, was begun in 1871, at which time the navigable capacity into Wilmington Harbor was a narrow, 12-foot channel at low water, to near the Third Street bridge in Wilmington, with the exception of a shoal area of considerable extent near the entrance. The project contemplated the creation of a 15-foot low-water channel. The

work is in progress and has been, as far as accomplished, of benefit to the growing commerce of the place.

July 1, 1882, amount available		$32,443 58
Amount appropriated by act passed August 2, 1882		50,000 00
		82,443 58
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$68,226 23	
July 1, 1883, outstanding liabilities	10,412 93	
		78,639 16
July 1, 1883, amount available		3,804 42

NEW CASTLE HARBOR, DELAWARE.

(Page 128.)

The origin of this artificial harbor dates back to colonial times, and was suggested by the necessity of providing a place of refuge for vessels during the prevalence of ice. The expenditures by the General Government since 1826 have been for the preservation and extension of the inclosed area. This harbor, since that at Reedy Island, 10 miles below, has become useless, is the first reached by vessels coming from sea. During the existence of heavy ice in the Delaware it is usually crowded with vessels, large steamers frequently availing themselves of its shelter.

SALEM RIVER, NEW JERSEY.

(Page 175.)

First appropriation, 1871. The benefit to commerce from this improvement has resulted from an increase of the navigable capacity of the stream by about 3 feet.

There are fifty vessels of all classes with a tonnage of about 4,000 belonging to Salem; but the greater part of its trade, which is considerable, is in vessels belonging to other ports.

July 1, 1882, amount available	$137 93
Amount appropriated by act passed August 2, 1882	1,500 00
	1,637 93
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	147 27
July 1, 1883, amount available	1,490 66

COHANSEY CREEK, NEW JERSEY.

(Page 173.)

First appropriation, 1873. Before improvement the bed of the stream in front of Bridgeton was almost bare at low water. The stream has now a navigable capacity of 7 feet at low water from Bridgeton to the Delaware River, which has greatly benefited the commerce of the place.

July 1, 1882, amount available	$6,498 41
Amount appropriated by act passed August 2, 1882	5,000 00
	11,498 41
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	10,800 65
July 1, 1883, amount available	697 76

MISPILLION CREEK, DELAWARE.

(Page 128.)

This improvement, begun in 1879, has consisted in removing the shoals in the creek to a depth of 6 feet at low water, beginning at Milford, the head of navigation, and proceeding down-strea As thus far carried out it has been of much benefit to ship-builders, and to navigation generally, lessening the expense of delays in passing up and down the creek.

The most important business interests are ship-building and the lumber trade. Milford is also the center of a large wheat and fruit growing district.

July 1, 1882, amount available	$54 32
Amount appropriated by act passed August 2, 1882	3,000 00
	3,054 32
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	3,054 32

MOUTH OF DUCK CREEK, DELAWARE.

(Page 127.)

First appropriation 1880. The benefit to commerce from this improvement has been the dredging of an 8-foot channel at low water, 75 feet wide, and about 600 yards long, where there was originally a least depth of only 3 feet. This, besides adding to the facilities of trade, has

made an easier entrance for the numerous small vessels that could only use it as a harbor of refuge whenever the tide admitted their passing into the creek.

Amount appropriated by act passed August 2, 1882	$2,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	2,000 00

SAINT JONES RIVER, DELAWARE.

(Page 129.)

First appropriation 1881. The project provides for a 3-foot low-water channel through the bar at the mouth of the river at a cost of $35,000. It having been decided to defer the expenditure of this appropriation until further action of Congress, no action has been taken towards the expenditure of the amount available.

July 1, 1882, amount available	$4,882 10
July 1, 1883, amount available	4,882 10

MAURICE RIVER, NEW JERSEY.

(Page —.)

First appropriation 1882. The original project consisted in improving the navigation in shoal places so as to give a 6-foot channel to Millville, 24 miles from the mouth.

The amount appropriated being too small to be profitably expended, nothing has been done upon the improvement.

The benefit to commerce would be local.

Amount appropriated by act passed August 2, 1882	$3,000 00
July 1, 1883, amount available	3,000 00

INDIAN RIVER, DELAWARE.

(Page —.)

First appropriation 1882.

The improvement required is to create a 4-foot channel over the bar and in a shoal in the river, where there is now but 2 feet.

Up to June 30, 1883, a small amount had been expended in dredging upon the shoal in the river.

The benefit to commerce is local.

Amount appropriated by act passed August 2, 1882		$10,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$537 94	
July 1, 1883, outstanding liabilities	854 22	
		1,392 16
July 1, 1883, amount available		8,607 84

BROADKILN RIVER, DELAWARE.

(Page 126.)

First appropriation 1873. Numerous shoals have been dredged between the mouth of the river and the town of Melton to a depth of 5 feet at low water.

The balance of funds now remaining on hand being too small to effect any useful improvement at the entrance, which is obstructed by a broad expanse of shoal, work has been deferred to await future action of Congress.

No benefit to commerce has resulted, owing to the unfinished condition of the improvement.

July 1, 1882, amount available	$8,977 58
Amount appropriated by act passed August 2, 1882	5,000 00
	13,977 58
July 1, 1883, amount available	13,977 58

IRON PIER IN DELAWARE BAY NEAR LEWES, DELAWARE.

(Page 127.)

The benefit to commerce from this improvement has been very great in furnishing a permanent landing place for the harbor of Delaware Breakwater to vessels seeking the protection or use of that harbor of refuge.

This pier was begun with the appropriation of 1870, and is now about being completed.

July 1, 1882, amount available	$1,274 05
Amount appropriated by an act passed August 2, 1882	13,000 00
	14,274 05
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	8,506 86
July 1, 1883, amount available	5,767 19

HARBOR AT DELAWARE BREAKWATER.

(Page 126.)

This great artificial harbor of refuge was begun with an appropriation made in 1822. It has for many years fulfilled, so far as its capacity has enabled it to do so, the design of its projectors; but the growth of commerce, particularly during the last thirty years, has so far exceeded possible anticipation as to practically exclude more than a fractional part from the intended shelter. Work is now in progress under recent appropriations for closing the gap between the breakwater proper and the ice breaker in order to furnish the larger sheltered area required and to prevent shoaling in the harbor.

Between the dates of February 1, 1862, and July 3, 1879, 218,607 vessels anchored in the harbor. In 1880 the number was 14,000.

Amount appropriated by act passed August 2, 1882		$125,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$17,379 35	
July 1, 1883, outstanding liabilities	59,322 40	
		76,701 75
July 1, 1883, amount available		48,298 25

REMOVAL OF WRECKS FROM DELAWARE BREAKWATER HARBOR.

(Page 127.)

This has benefited commerce by adding security to vessels using the harbor.

July 1, 1882, amount available	$5,289 47
July 1, 1883, amount available	5,289 47

IMPROVEMENT OF NORTH BRANCH OF SUSQUEHANNA RIVER, PENNSYLVANIA.

(Page 203.)

First appropriation 1880. The navigable capacity of that part of the river where the projected improvement is now completed was originally 1½ feet. It has now 3 feet at low water to Wilkes Barre.

No statistics of the amount of commerce benefited.

July 1, 1882, amount available		$5,255 38
Amount appropriated by act passed August 2, 1882		15,000 00
		20,255 38
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$11,772 80	
July 1, 1883, outstanding liabilities	1,414 20	
		13,187 00
July 1, 1883, amount available		7,068 38

SUSQUEHANNA RIVER NEAR HAVRE DE GRACE, MARYLAND.

(Page 150.)

In 1852, before improvement, the least depth at low water was 6 feet. The channel has been dredged several times since that date to 10 or 12 feet at low water, for temporary relief, with the small appropriations occasionally made at the urgent request of the community interested in the navigation. There has never been an appropriation large enough to justify even beginning a proper improvement. The last one, of 1882, comes nearer to a sufficient sum.

The unsatisfactory results of former attempts at improvement have checked the development of trade between this locality and others, especially Baltimore, which might be reasonably expected.

July 1, 1882, amount available		$167 54
Amount appropriated by act passed August 2, 1882		25,000 00
		25,167 54
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$6,431 29	
July 1, 1883, outstanding liabilities	23 01	
		6,454 30
July 1, 1883, amount available		18,713 24

NORTHEAST RIVER, MARYLAND.

(Page 149.)

In 1872, before improvement, the least depth at low water was 2 feet. It is now 6 feet. The improvement has proved of great advantage to shipping interests affected by it.

ELK RIVER, MARYLAND.

(Page 149.)

In 1872, before improvement, the least depth of water at the shallowest place was 1½ feet at mean low water.

There is now a mean low-water depth of 7 feet in the channel.

This improvement has facilitated trade between Baltimore and Elkton, and has lessened costs of freight on coal and other commodities used in the community.

Amount appropriated by act passed August 2, 1882	$6,500 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	944 42
July 1, 1883, amount available	5,555 58

CHESTER RIVER, FROM SPRY'S LANDING TO CRUMPTON, MARYLAND.

(Page 149.)

In 1881, before improvement, the least depth at mean low water was 4½ feet. It is now 8. The work is in an incomplete state. There is a trade of some importance on the river in steamboats and sailing vessels, which is expected to increase when the improvement is completed.

July 1, 1882, amount available		$166 84
Amount appropriated by act passed August 2, 1882		6,500 00
		6,666 84
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$3,231 32	
July 1, 1883, outstanding liabilities	322 21	
		3,553 53
July 1, 1883, amount available		3,113 31

CORSICA CREEK, MARYLAND.

(Page —.)

The first appropriation made is that of August 2, 1882. As but little benefit could be derived from this unless added to by another, its application has been deferred to await future action of Congress.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4 30
July 1, 1883, amount available	4,995 70

CHESTER RIVER AT KENT ISLAND NARROWS, MARYLAND.

(Page 149.)

First appropriation, 1873. Impassable before improvement, on account of a causeway constructed fifty years since.

A navigation of 7 to 8 feet existing before the causeway was built has been restored by its removal. The work has not been of much benefit to commerce.

July 1, 1882, amount available	$2,500 00
July 1, 1883, amount available	2,500 00

HARBOR AT QUEENSTOWN, MARYLAND.

(Page 150.)

First appropriation in 1871. None since 1879.

The improvement has deepened the channel of approach to the harbor 2 feet.

The benefit to commerce is increased traffic by sailing vessels and steamers, and greater usefulness as a place of refuge in storms.

CHANNEL IN PATAPSCO RIVER AND CHESAPEAK BAY LEADING TO BALTIMORE, MARYLAND.

(Pages 148, 149.)

Before improvement, but 16 feet at mean low water could be carried to Baltimore. This was increased to 24 feet in 1874, and is now being increased to 27 feet. In addition to the amount appropriated by Congress for this improvement, the city of Baltimore and the State of Maryland, chiefly the former, have contributed $584,000 to this work.

The improvement has given rise to great development of commerce, especially from its having admitted the use of steamships of the largest size to European and coastwise ports.

July 1, 1882, amount available		$238,361 25
Amount appropriated by act passed August 2, 1882		450,000 00
		688,361 25
July 1,1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$334,973 23	
July 1, 1883, outstanding liabilities	42,505 69	
		377,478 92
July 1, 1883, amount available		310,882 33

HARBOR OF ANNAPOLIS, MARYLAD.

(Page 148.)

Two appropriations have been made, of $5,000 each, in 1880 and 1881, but neither has been expended, as no substantial improvement could be expected with the sum appropriated.

July 1, 1882, amount available	$9,205 98
July 1, 1883, amount available	9,205 98

CAMBRIDGE HARBOR, MARYLAND.

(Page 148.)

First appropriation, 1871. Before improvement about 4½ feet only could be carried to the wharves of the town.

A channel has been made from deep water to the wharves 100 feet wide and 8 feet deep at low water and the inner harbor enlarged, by which the trade of the town has been much benefited.

July 1, 1882, amount available	$2,687 70
July 1, 1883, amount available	2,687 70

SECRETARY CREEK, MARYLAND.

(Page 150.)

In 1877 not more than about 4½ feet could be carried in the creek when funds were raised by private parties and some dredging done. First appropriation by United States, 1880. The channel has been made 100 feet wide, and 7 feet deep at low water, with a turning-basin at the town wharf.

There is a daily line of steamers on this creek running to other points and to Baltimore, and also considerable shipment of grain and fruit in the season.

TREADHAVEN CREEK, MARYLAND.

(Page 150.)

First appropriation, 1880. The improvement here has been the making of a channel 150 feet wide and 8 feet deep at low water for 3 miles up to Easton Point, the landing place of the town of Easton, which has a large trade in grain, fruit, lumber, &c.

CHOPTANK RIVER, BETWEEN DENTON AND GREENSBOROUGH, MARYLAND.

(Page 149.)

First appropriation, 1880. There are numerous and extensive shoals in the river, with from 2 to 4 feet depth at mean low water. The improvement is not completed and is designed for a 6-foot low-water channel. Benefit to commerce is as yet small.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4,949 67
July 1, 1883, amount available	50 33

WATER PASSAGE BETWEEN DEAL'S ISLAND AND LITTLE DEAL'S ISLAND, MARYLAND. LOWER THOROUGHFARE.

(Page 149.)

This, before improvement in 1881, had a depth of 2½ feet at mean low water; it has now 6 feet.

The benefit to commerce is that it furnishes a harbor of refuge, needed in that vicinity, for small vessels.

July 1, 1882, amount available	$78 92
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	76 67
July 1, 1883, amount available	2 25

WATER PASSAGE BETWEEN DEAL'S ISLAND AND THE MAINLAND, MARYLAND. UPPER THOROUGHFARE.

(Page —.)

First appropriation, August 2, 1882. Work not yet begun.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	189 74
July 1, 1883, amount available	4,810 26

BROAD CREEK, DELAWARE, FROM ITS MOUTH TO LAUREL.

(Page 126.)

First appropriation, 1880. Depth of water at shoalest places, about 1 foot at mean low water, but generally much deeper. The work in progress is to obtain a low-water navigation of 6 feet to Laurel.

The work being incomplete has been as yet of no advantage to commerce.

July 1, 1882, amount available	$6,170 17
Amount appropriated by act passed August 2, 1882	5,000 00
	11,170 17
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	11,170 17

WICOMICO RIVER, MARYLAND.

(Page 151.)

The first appropriation in 1872, and none since 1879. Before improvement there were but a few inches of water over the shoalest places at mean low water, where there is now a depth of 7 feet.

The improvement has given rise to much development of traffic on the river, and of industries in the town of Salisbury.

July 1, 1882, amount available	$1,508 41
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	123 03
July 1, 1883, amount available	1,385 38

POCOMOKE RIVER, MARYLAND.

(Page 150.)

Appropriation for this improvement was made in 1878 and 1879, and applied to widening and straightening the channel, and has increased the depth at mean low water 2 feet.

The benefit to commerce is an increase of traffic between this and other localities, especially Baltimore.

WORTON HARBOR, MARYLAND.

(Page 151.)

The only appropriation for this harbor was in 1872; its expenditure has increased the depth of water in the shoalest places from 4¼ feet at mean low water to 7 feet, and has given increased facilities to trade between this and other localities, especially Baltimore.

HARBOR OF CRISFIELD, MARYLAND.

(Page 149.)

The only appropriation for this harbor was in 1875, and the improvement was the excavation of a channel 266 feet wide and 12 feet deep at mean low water, when the depth before improvement was but 8½ feet.

Present condition of navigation and commerce not known.

HARBOR OF ONANCOCK, VIRGINIA.

(Page 214.)

First appropriation, 1879. This improvement has resulted in an increase of depth on the bar at the entrance and in the creek from 4½ to 7 feet at mean low water, and has increased the traffic between this locality and others, especially Baltimore.

JAMES RIVER, VIRGINIA.

(Page 213.)

In 1836 there was an appropriation of $500 for a survey of this river, and in 1852, $45,000 for the improvement of James and Appomattox rivers. This was chiefly expended in dredging in co-operation with the authorities of Richmond.

The work of improvement since 1870 has resulted in increasing the depths over the shoalest places from 7½ feet at mean low water to 13½ feet. The improvement is still incomplete. Its benefit to commerce is much increased in the number and size of vessels trading to Richmond, and in the quantity and value of their freight.

July 1, 1882, amount available	$4,361 82
Amount appropriated by act passed August 2, 1882	75,000 00
	79,361 82
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	7,252 54
July 1, 1883, amount available	72,109 28

APPOMATTOX RIVER, VIRGINIA.

(Page 211.)

The work of improvement made with appropriations since 1871 has resulted in increasing the depths over the shoalest places from 3½ to 7¼ feet at mean low water. The improvement is still incomplete. Its benefit to commerce is much increased in the number and size of vessels trading to Petersburg, and in the value and quantity of their freight.

July 1, 1882, amount available		$852 41
Amount appropriated by act passed August 2, 1882		35,000 00
		35,852 41
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		13,373 00
July 1, 1883, amount available		22,479 41

SHENANDOAH RIVER, VIRGINIA.

(Page 217.)

First appropriation, 1880. Nothing has been done as yet upon this improvement, some questions of title to sites, &c., being unsettled.

July 1, 1882, amount available		$17,312 20
July 1, 1883, amount available		17,312 20

NEW RIVER, FROM THE MOUTH OF WILSON IN GRAYSON COUNTY, VIRGINIA, TO MOUTH OF GREENBRIER IN WEST VIRGINIA.

(Page 254.)

First appropriation, 1876. The appropriations have been small. They have been expended in the improvement of the low-water navigation, chiefly in straightening, widening, and deepening the natural chutes.

The benefit to commerce is a notable increase of shipments on the river of agricultural and mineral products. The navigation, hitherto intermittent and dependent on rises, is now much more regular and economical.

July 1, 1882, amount available		$3,506 10
Amount appropriated by act passed August 2, 1882		12,000 00
		15,506 10
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		12,419 44
July 1, 1883, amount available		3,086 66

GREAT KANAWHA RIVER, WEST VIRGINIA.

(Page 216.)

The appropriations of 1873 and 1874 were for temporary improvements. Since 1875 work has been in progress for an improvement by locks and dams, to give a navigation of 6 feet water at all times. The work is well advanced, and has given great impetus to shipments, especially of coal. Full advantage cannot be realized until the improvement is complete.

July 1, 1882, amount available		$135,209 96
Amount appropriated by act passed August 2, 1882		200,000 00
		335,209 96
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$107,479 91	
July 1, 1883, outstanding liabilities	17,203 55	
		124,683 46
July 1, 1883, amount available		210,526 50

ELK RIVER, WEST VIRGINIA.

(Page 216.)

First appropriation, 1878. The small appropriations for this river have been applied to the removal of such obstructions as rocks, snags, overhanging trees, and gravel shoals, by which there has been a gain of about 1 foot of depth.

The country through which this stream flows is rich in minerals and well fitted for agriculture and grazing. The river is the route for its trade.

What little improvement has been made has been of great benefit to that as yet undeveloped section.

July 1, 1882, amount available		$973 90
Amount appropriated by act passed August 2, 1882		2,000 00
		2,973 90
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		10 00
July 1, 1883, amount available		2,963 00

CAPE FEAR RIVER FROM THE OCEAN TO WILMINGTON, NORTH CAROLINA.

(Page 189.)

Appropriations were made at intervals between the years 1820 and 1854.

The present improvement dates from 1871, and has increased the depth of water from the ocean to Wilmington from 7½ feet at mean low water at the shoalest places to 11 feet. The rise of tide being about 4½ feet, 14½ feet can, at ordinary spring tides, be carried at high water from Wilmington to Smithville, and 18 feet from thence to the sea.

The improvement is as yet incomplete, and has in view a depth of not less than 16 feet at low water to Wilmington.

It has benefited commerce by much increase, observable in the number and size of vessels, coastwise and foreign, trading to Wilmington, and in the quantity and value of their cargoes.

July 1, 1882, amount available		$63,030 74
Amount appropriated by act passed August 2, 1882		225,000 00
		288,030 74
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$108,746 92	
July 1, 1883, outstanding liabilities	10,891 30	
		119,638 22
July 1, 1883, amount available		168,392 52

HARBORS OF WASHINGTON AND GEORGETOWN, DISTRICT OF COLUMBIA.

(Page 224.)

An appropriation of $150,000 was made in 1833 to aid the citizens of Georgetown in removing obstructions to navigation by enlarging and deepening the channel through the bar below the town, and for the purchase and making free the bridge at Little Falls, and for other purposes. This appropriation was expended by the corporation of Georgetown.

With the appropriation of 1870, and of subequent dates, the harbors of Washington and Georgetown have had the depth of water increased from 7½ feet before 1870 to a depth of from 14 to 16 feet, which depth has been maintained, and their commercial facilities proportionally increased.

The value of the trade of Washington and Georgetown during the year 1882 was reported to be $7,373,070.

July 1, 1882, amount available		$57,621 59
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$11,154 53	
July 1, 1883, outstanding liabilities	773 27	
		11,927 80
July 1, 1883, amount available		45,693 79

IMPROVEMENT OF THE POTOMAC RIVER IN THE VICINITY OF WASHINGTON, DISTRICT OF COLUMBIA.

(Page -.)

Work under the appropriation of 1882, for the reclamation of the Flats, is in progress. The appropriation also provides for the improvement of navigation, and the plan adopted contemplates deepening the channels of approach to the wharves of Washington and Georgetown to 20 feet at low water.

Amount appropriated by act passed August 2, 1882		$400,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$49,186 86	
July 1, 1883, outstanding liabilities	4,222 97	
		53,409 83
July 1, 1883, amount available		346,590 17

CHANNEL AT MOUNT VERNON, VIRGINIA.

(Page 215.)

In 1879, before improvement, there was a depth of but 4 feet at low water over the wide flat between the wharf at Mount Vernon and the channel of Potomac River.

There is now a channel 145 feet wide, from 7 to 9 feet deep at low water, with a turning-basin of 150 feet radius at the wharf, permitting the passage of steamers at all tides and adding largely to business. The number of visitors to Mount Vernon during the year 1882, 18,000.

July 1, 1882, amount available	$57 14
July 1, 1883, amount available	57 14

NEABSCO CREEK, VIRGINIA.

(Page 213.)

First appropriation, 1881. The improvement as far as made has resulted in securing a channel 50 feet wide and from 4 to 5 feet deep at low water over a wide flat 1½ miles in length having a least depth of 2½ feet, admitting the entrance to the creek of a larger class of vessels. An area of about 50 square miles of country is benefited by the improvement.

July 1, 1882, amount available	$286 67
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	229 40
July 1, 1883, amount available	57 27

BRETON BAY (LEONARDTOWN), MARYLAND.

(Page 149.)

In 1878, before the commencement of work here, there was but 5 feet depth in the channel to Leonardtown. There is now a channel to the wharves 115 feet wide and 9 and 10 feet deep, with a turning basin at the end, which has opened the trade of the vicinity to steamers and to a larger class of sailing vessels.

This is now one of the regular landing places of the Potomac River and Chesapeake Bay steamboats. Annual shipments, $176,000.

July 1, 1882, amount available	$3 95
Amount appropriated by act passed August 2,1882	5,000 00
	5,003 95
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4,987 99
July 1, 1883, amount available	15 96

NOMINI CREEK, VIRGINIA.

(Page 214.)

First appropriation, 1873. Before improvement navigation was obstructed at the mouth of the creek by a bar with a ruling depth of 3 feet at low water. There is now a depth of from 9 to 10 feet carried through this bar for a distance of about 4,400 feet, by which $8\frac{1}{2}$ feet can be carried for 3 miles up the stream and $5\frac{1}{2}$ feet for $2\frac{1}{2}$ miles further.

Before improvement there were no shipments from the creek. Five steamers now make landings, beside the larger class of sailing vessels. Annual value of receipts and shipments, $167,000.

Amount appropriated by act passed August 2, 1882	$2,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	121 46
July 1, 1883, amount available	1,878 54

OCCOQUAN RIVER, VIRGINIA.

(Page 214.)

First appropriation, 1873. This improvement has deepened to 5 feet the channel to Occoquan, where the depth of water was originally from $1\frac{1}{4}$ to $2\frac{3}{4}$ feet, by which the expense of lighterage is saved and larger vessels can pass. The amount of the trade of the place is from $150,000 to $200,000 annually. Small steamers make two trips weekly from Washington.

ACCOTINK RIVER, VIRGINIA.

(Page 211.)

In 1873 a channel was made from $2\frac{1}{2}$ to 4 feet deep, the appropriation being insufficient to do more. It has since partially filled, so that steamboats are now unable to navigate the creek. In its present condition the improvement is of no benefit to commerce.

AQUIA CREEK, VIRGINIA.

(Page 212.)

First appropriation, 1872. Before improvement there was a depth of 2 feet, and since a depth of 5 feet at low water from Wharton's Landing to the Narrows, a distance of $2\frac{1}{2}$ miles, which has increased the facilities of commerce.

This is one of the regular landings of the Potomac River steamboats.

SAINT JEROME'S CREEK, MARYLAND.

(Page 150.)

First appropriation, 1881. The object of this improvement is the establishment of ponds for the hatching of oysters by the United States Fish Commission. As far as the work has progressed the entrance to the creek and the inner channel have been deepened to 4 feet.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4,872 26
July 1, 1883, amount available	127 74

RAPPAHANNOCK RIVER, VIRGINIA.

(Page 215.)

There was a small appropriation for this river in 1852.

In 1871, before the present improvement was begun, there was a depth of 4 to 8 feet over nine bars below Fredericksburg, with wrecks and snags obstructing navigation. There is now a clear channel of from 8 to 10 feet at low water.

The benefit to commerce is the preservation and improvement of the navigation of the Rappahannock.

Value of commerce and manufactures of Fredericksburg in 1880, $4,524,925.

July 1, 1882, amount available		$5,425 74
Amount appropriated by act passed August 2, 1882		17 000 00
		22,425 74
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$19,044 76	
July 1, 1883, outstanding liabilities	876 31	
		19,921 07
July 1, 1883, amount available		2,504 67

URBANA CREEK, VIRGINIA.

(Page 215.)

In 1879, before improvement, the ruling depth over the bar between the mouth of the creek and the main channel of the Rappahannock was 6½ feet at low water. There is now a channel through this bar 140 feet wide and 10 feet deep. Steamboats and a larger class of sailing vessels can now enter, and an excellent harbor of refuge has been made where much needed.

Value of the annual trade benefited, $335,000.

July 1, 1882, amount available	$21 27
Amount appropriated by act passed August 2, 1882	4,000 00
	4.021 27
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	411 51
July 1, 1883, amount available	3,609 76

YORK RIVER, VIRGINIA.

(Page 215.)

First appropriation, 1880. Before the commencement of the present improvements navigation of the river was obstructed by a bar at the mouth of Potopotank Creek, having a least depth of 19 feet at low water, and a bar at West Point having a least depth of 14 feet at low water.

The work of improvement is in progress and incomplete.

It is intended to provide a channel by dredging 22 feet deep and 200 feet wide through the bars, and also a basin of the same depth at the wharves at West Point, to meet the demands of the foreign trade of this important shipping port.

The value of shipments in 1882 are reported to have been, cotton, 138,284 bales, $14,661,240; unclassified shipments, $13,774,296; total, $28,435,536.

July 1, 1882, amount available	$99 59
Amount appropriated by act passed Angust 2, 1882	25,000 00
	25,099 59
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	20,306 46
July 1, 1883, amount available	4,793 13

TOTUSKY RIVER, VIRGINIA.

(Page 215.)

The appropriations of 1880 and 1881 being inadequate for any useful purpose, the work of improvement was deferred to await further appropriations.

The additional appropriation of 1882 will now enable work to be commenced where most needed for the purposes of navigation.

Totusky River is an important tributary of the Rappahannock, with about 100 square miles of country dependent upon its landings.

The value of trade in 1880 is reported as $170,000, and yearly increasing.

July 1, 1882, amount available	$4,945 81
Amount appropriated by act passed August 2, 1882	5,000 00
	9,945 81
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	8,242,65
July 1, 1883, amount available	1,703 16

MATTAPONI RIVER, VIRGINIA.

(Page 213.)

Before the commencement of this improvement in 1880 the river was obstructed by numerous bars, and by snags, wrecks, and overhanging trees. The obstructions have been removed for a distance of about 25 miles, but the navigable capacity of this stream will not be increased until the bars are removed.

The improvement thus far has enabled steam navigation to be extended 5 miles further up than before.

Annual exports are reported to be $2,058,500; annual imports are reported to be $826,500.

July 1, 1882, amount available	$769 85
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	769 85

HAMPTON RIVER, VIRGINIA.

(Page 213.)

First appropriation, 1878. Before improvement the least depth upon the bar at the mouth o the river was 4½ feet. The expenditure resulted in securing a channel through this bar 150 feet wide and 9 to 10 feet deep at low water. A jetty may possibly be needed to secure the permanency of the channel. This river is the outlet of three counties. The number of arrivals and departures of steam and sail vessels is given at 1,450 annually.

PAMUNKEY RIVER, VIRGINIA.

(Page 215.)

In 1880, before improvement, the river was obstructed by snags, logs, overhanging trees, and wrecks. These have been removed for a distance of 20 miles, which has benefited the adjoining section of the country, unusually rich in agricultural products.

July 1, 1882, amount available	$166 72
Amount appropriated by act passed August 2, 1882	2,500 00
	2,666 72
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	166 72
July 1, 1883, amount available	2,500 00

CHICKAHOMINY RIVER, VIRGINIA.

(Page 212.)

First appropriation, 1878. Channels have been dredged through bars in the river 150 feet and 100 feet in width, and 8 feet in depth at low water, where there was originally a depth of 4 to 5 feet, which has diminished the expense of lighterage and delays, and has been of much benefit to navigation.

The value of the trade of the river was reported to be in 1881, $1,350,000.

July 1, 1882, amount available	$1,758 37
Amount appropriated by act passed August 2, 1882	5,000 00
	6,758 37
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	6,207 20
July 1, 1883, amount available	551 17

ROANOKE RIVER, VIRGINIA AND NORTH CAROLINA.

(Page 192.)

With the appropriations mde from 1871 to 1875, such snags, rafts, and overhanging trees as obstructed navigation were removed between Plymouth and Weldon. These obstructions have again accumulated as far up as the head of heavy-draught steamboat navigation, a distance of 65 miles, and seriously interfered with the trade on the river. The appropriation of August 2, 1882, will be applied in part to the removal of these obstructions.

Value of imports from northern ports landed at Plymouth and other places on the river in 1879, $1,500,000. Value of products, including lumber of all kinds, cotton and other products, and the fisheries, $2,500,000, as reported by the collector of Edenton.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	1,274 81
July 1, 1883, amount available	3,725 19

DAN RIVER, VIRGINIA AND NORTH CAROLINA.

(Page 228.)

First appropriation, 1880. Navigation is obstructed by ledges of rock forming rapids, but with navigable depths in the pools between. The work of improvement, as far as it has progressed, has secured, by blasting, a depth of 2 feet at low water and 3 and 4 feet at ordinary stages, for a distance of 4¼ miles above Danville, and will, whenever completed, open to navigation a section of country rich in agricultural and mineral resources.

The value of the trade of Danville in 1881 is reported to have been about $8,000,000, of which the value of tobacco exported was $5,634,351.

July 1, 1882, amount available	$786 05
Amount appropriated by act passed August 2, 1882	7,500 00
	8,286 05
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4,030 28
July 1, 1883, amount available	4,255 77

STAUNTON RIVER, VIRGINIA, BETWEEN ROANOKE STATION AND BROOKNEAL.

(Page 215.)

First appropriation in 1879. The improvement, as far as it has progressed, extends a distance of about 9½ miles, with a depth of 2 to 3 feet at low water, where before the ruling depth was about 1 foot. The length of river to be improved is about 31 miles. This will benefit trade by enabling produce to reach a market by water which it would not pay to transport in any other way.

July 1, 1882, amount available	$237 97
Amount appropriated by act passed August 2, 1882	5,000 00
	5,237 97
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	1,489 20
July 1, 1883, amount available	3,748 77

STAUNTON RIVER, VIRGINIA, BETWEEN BROOKNEAL AND PIG RIVER.

(Page —.)

First appropriation, in 1882. The amount expended to June 3, 1883, has been $508.94 for a survey of the river from the bridge of the Virginia Midland Railroad to Pig River.

Amount appropriated by act passed August 2, 1882	$2,000 00
July 1, 1883, amount expended during fiscal year	508 94
July 1, 1883, amount available	1,491 06

FRENCH BROAD RIVER, NORTH CAROLINA.

(Page 230.)

First appropriation, 1876. A channel has been opened 35 feet wide and 2½ feet deep at low water for a distance of 32 miles from Brevard, where before the ruling depth was about 1 foot, which opens an inexpensive communication through a portion of the country whose forests are in a primeval state, and various kinds of timber of superior quality are abundant.

July 1, 1882, amount available	$9 08
Amount appropriated by act passed August 2, 1882	5,000 00
	5,009 08
July 1, 1883, amount expended during fical year, exclusive of outstanding liabilities July 1, 1882	1,364 60
July 1, 1883, amount available	3,644 48

NORFOLK HARBOR, VIRGINIA.

(Page 214.)

First appropriation, 1876. This improvement is still in progress and incomplete. The work done has been of material benefit to commerce, as deep-draught vessels are now enabled to come up to the harbor and to the navy-yard at all stages of the tide. The depth on the bars in the approach to the harbor has been increased from 17 and 18 feet to 25 feet at low water; in the inner harbor it has been increased from 16 to 22 feet in one portion, and in others to 25 feet at low water, and additional facilities have been afforded for the loading of merchant ships.

The value of shipments from this port has increased from $7,825,112 in 1876 to $17,732,038 in 1882.

July 1, 1882, amount available		$49,015 98
Amount appropriated by act passed August 2, 1882		75,000 00
Amount received from Capt. Jas. Mercur for fuel		67 50
		124,083 48
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$81,902 52	
July 1, 1883, outstanding liabilities	8,998 28	
		90,900 80
July 1, 1883, amount available		33,182 68

DISMAL SWAMP CANAL, VIRGINIA AND NORTH CAROLINA ("IMPROVING THE NAVIGATION OF THE NATURAL CHANNELS AT THE NORTH AND SOUTH ENTRANCES TO").

(Page 229.)

Appropriations of 1836 and 1838. The shoals in Joyce's Creek, at the southern end of the canal, were dredged, and the navigation of the creek improved by cut-offs. At the northern entrance, an unsuccessful attempt having been made to secure a permanent channel of 10 feet in Deep Creek by dredging, a plan was adopted, with the co-operation of the canal company, to change the outlet of the canal to Elizabeth River by a cut of 2¼ miles, and the construction of a new outlet lock. The new cut was opened at the expense of the company, but Congress failed to make appropriation for the lock. At this time the United States held $150,000 of the stock of the canal company.

The Dismal Swamp Canal is an important link in the inland navigation from Chesapeake Bay to the sounds of North Carolina.

PAGAN CREEK, VIRGINIA.

(Page 214.)

First appropriation, 1880. The depth of water through four bars, between the mouth of the creek and Smithfield has been increased from 6 to 9 feet, and a material increase of commerce has followed the improvement.

July 1, 1882, amount available	$177 53
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	177 53

NANSEMOND RIVER, VIRGINIA.

(Page 213.)

First appropriation, 1873. Before improvement but 4 feet could be carried over the bar at the mouth of the western branch of the river at low water. There is now about 9 feet at the same stage. Schooners load at Suffolk to 11¼ feet, and pass down the river at high tide and out to the ocean.

The improvement has been of very great benefit to the navigation and to the commerce of the adjacent country.

ARCHER'S HOPE RIVER, VIRGINIA.

(Page 212.)

First appropriation, 1881. Improvement not completed. It is proposed to increase the depth of water from 4 feet to 6 feet at low water. No benefit to commerce as yet realized. There is only one small schooner on the river, making weekly trips.

July 1, 1882, amount available		$107 97
Amount appropriated by act passed August 2, 1882		5,000 00
		5,107 97
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$4,838 76	
July 1, 1883, outstanding liabilities	75 00	
		4,913 76
July 1, 1883, amount available		194 21

ELIZABETH RIVER, VIRGINIA.

(Page 212.)

First appropriation, 1873. The expenditures here have been for the improvement of the southern branch of the river, through which the entire traffic of the Albemarle and Chesapeake Canal passes. The depth of water to the canal locks has been deepened from 5 feet to 7½ feet, and the channel of the river much straightened.

The commerce passing through the canal and river has very nearly doubled since the beginning of the improvement in 1874.

BLACKWATER RIVER, VIRGINIA.

(Page 212.)

First appropriation, 1878. Before improvement the ruling depth was 7 feet, with bends so abrupt as to require warping around them. The river was also obstructed by snags and trees.

The river has been cleared, the bends straightened, and the water deepened to not less than 9 feet.

The commerce of the river has largely increased since the improvement, and is still growing.

July 1, 1882, amount available	$1,490 36
Amount appropriated by act passed August 2, 1882	1,500 00
	2,990 36
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	1,385 93
July 1, 1883, amount available	1,604 43

NOTTOWAY RIVER, VIRGINIA.

(Page 214.)

First appropriation, 1880. Before improvement sunken logs at the mouth of the river reduced the navigable depth to about 2 feet; 11 feet can now be carried as far up as the Seaboard and Roanoke Railroad bridge. Logs and other obstructions were also removed from the river for 20 miles above this bridge.

The improvement has not led to the development of much trade on the river.

July 1, 1882, amount available	$579 70
July 1, 1883, amount available	579 70

NORTH LANDING RIVER, VIRGINIA AND NORTH CAROLINA.

(Page 254.)

First appropriation, 1879. The depth of water on this river before improvement was limited in places to 6½ feet, and bad bends existed. The least depth is now 9 feet, and the bends have been made much easier, thus allowing much larger vessels to pass.

The returns of the Albemarle and Chesapeake Canal, through which all vessels navigating this river must pass to reach northern or southern ports, show an increase of 7 per cent. in the number of vessels passing, and that the commerce of the river has been materially increased.

July 1, 1882, amount available	$1,250 92
Amount appropriated by act passed August 2, 1882	8,000 00
July 1, 1883, amount available	9,250 92

CURRITUCK SOUND, COANJOK BAY, AND NORTH RIVER AND BAR, NORTH CAROLINA.

(Page 190.)

First appropriation, 1878. A channel has been dredged through the entire length of Currituck Sound and across Coanjok Bay, and a dike constructed in this bay. The depth of water has been increased from 7 to 9 feet over the greater portion of the dredged channel. Navigation has been improved, and commerce has considerably increased, as is shown by the returns of the Albemarle and Chesapeake Canal, which is the outlet for all vessels passing through Currituck Sound.

July 1, 1882, amount available		$1,127 41
Amount appropriated by act passed August 2, 1882		20,000 00
		21,127 41
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$12,686 33	
July 1, 1883, outstanding liabilities	1,394 57	
		14,080 90
July 1, 1883, amount available		7,046 51

EDENTON HARBOR, NORTH CAROLINA.

(Page 190.)

First appropriation, 1878. The depth of water from the town of Edenton to the bay has been increased by dredging from 6½ to 9 feet, with material benefit to navigation. Since this work was done a railroad has been built from Norfolk to this place, and its commerce has greatly increased.

PERQUIMANS RIVER, NORTH CAROLINA.

(Page 192.)

The removal of logs, stumps, &c., which obstructed the navigation of the stream at Hertford, was accomplished with the appropriation of 1876. A channel 200 feet wide and 8½ feet deep was secured, so that steamers now pass without detention.

A large amount of timber is floated down the stream, and the usual yearly exports amount to about 25,000 bushels corn and 1,500 bales of cotton.

MEHERRIN RIVER, NORTH CAROLINA.

(Page —.)

First appropriation, 1882.

No expenditure has been made under this appropriation.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, outstanding liabilities	163 19
July 1, 1883, amount available	4,836 81

SCUPPERNONG RIVER, NORTH CAROLINA.

(Page 192.)

First appropriation, 1878. The depth of water has been increased from 5½ to 8½ feet and the channel much straightened. A regular line of steamers now runs on the river in connection with the railroad at Edenton.

July 1, 1882, amount available	$10 64
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	10 64

WASHINGTON HARBOR, NORTH CAROLINA.

(Page 192.)

The appropriation of 1852 was applied to the removal of stumps and logs from the channel of the river a little below the town, so as to secure an 8-foot channel.

PAMPLICO AND TAR RIVERS, NORTH CAROLINA.

(Page 191.)

The appropriations of 1836 and 1838 were expended in dredging below the town of Washington on Pamplico River. The present improvement was begun with the appropriation of 1876.

The navigation of the Pamplico has been increased from 7½ feet, at high water, to 8½ feet at low water. On Tar River, boats drawing 3 feet can now reach Greenville at all times, where, before, the navigation was confined to high stages of the river.

An increase of commerce has resulted from the improvement of each of these rivers. The shipment of cotton has increased from 21,000 to 35,000 bales; rice from 4,900 to 8,668 bags, and lumber from 1,281,000 feet to 5,000,000 feet. The imports are said to have increased 33 per cent.

July 1, 1882, amount available		$2,069 28
Amount appropriated by act passed August 2, 1882		10,000 00
		12,069 28
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$3,906 75	
July 1, 1883, outstanding liabilities	26 00	
		3,932 75
July 1, 1883, amount available		8,136 53

NEW RIVER, NORTH CAROLINA.

(Page 191.)

The appropriations of 1836, 1837, and 1838 were not expended on New River.

The appropriation of 1882, being too small to justify the commencement of work, has not been expended.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount available	5,000 00

BEAUFORT HARBOR, NORTH CAROLINA.

(Page 189.)

The appropriations of 1881 and 1882 are being applied in protecting and building out the shore at the entrance to the harbor, with the object of preserving the existing channel and maintaining the depth of water on the bar. The work has so far been successful and the channel has remained in good condition.

The benefit to commerce expected from this improvement is the preservation of the deep-water entrance to Beaufort, both for the purposes of trade and as a harbor of refuge.

July 1, 1882, amount available		$25,897 09
Amount appropriated by act passed August 2, 1882		30,000 00
		55,897 09
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$31,313 95	
July 1, 1883, outstanding liabilities	2,513 75	
		33,827 70
July 1, 1883, amount available		22,068 39

REMOVING SHOAL IN NEW RIVER, NORTH CAROLINA.—IMPROVEMENT OF THE HARBOR OF BEAUFORT.—OPENING A PASSAGE BETWEEN BEAUFORT AND PAMPLICO SOUND.—IMPROVING NEW RIVER.

(Pages 189–191.)

Appropriations amounting to $55,000 were made in 1836, 1837 and 1838, under the above heads jointly. They were expended with the view of making Beaufort the outlet of Pamplico Sound to the sea, in the purchase of dredging plant, and in the excavation of a cut of considerable size in Core Sound, as part of the proposed passage from Pamplico Sound. Nothing was expended on New River, as the objects to be attained were not considered of sufficient importance to warrant the cost of improvement.

The work commenced in Core Sound resulted in no benefit to commerce, for want of appropriations for its completion.

LINE OF INLAND NAVIGATION FROM NEW BERNE TO BEAUFORT, NORTH CAROLINA.

(Page —.)

The river and harbor act of August 2, 1882, sets apart $5,000 from the appropriation for the improvement of Beaufort Harbor, and $5,000 from the appropriation for the improvement of

Neuse River, to be applied to the improvement of the line of inland navigation from New Berne to Beaufort Harbor.

The appropriation of 1882 not expended, it not being known to which line it was the intention of Congress to apply it.

NEUSE RIVER, NORTH CAROLINA.

(Page 190.)

First appropriation, 1878. Before improvement the river was practically closed to navigation above New Berne, and below that point an obstruction placed in the river during the war had only a narrow passage through it. It is now open for navigation to boats drawing 3 feet, for 160 miles during two-thirds of the year.

During the coming season it will be made navigable at all times to Kingston, 50 miles above New Berne.

Before improvement but one steamer was running on the river. Now eight steamers run regularly. The increase in produce passing is 400 to 500 per cent.

July 1, 1882, amount available		$11,392 56
Amount appropriated by act passed August 2, 1882		35,000 00
		46,392 56
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$22,609 27	
July 1, 1883, outstanding liabilities	1,001 80	
		23,611 07
July 1, 1883, amount available		22,781 49

TRENT RIVER, NORTH CAROLINA.

(Page 192.)

First appropriation, 1879. Before improvement the river was only navigable about half-way to Trenton, and the upper part of the stream entirely closed.

It is now passed over daily by steamers drawing over 3 feet, to Trenton, 43 miles. The lower part of the river can be navigated at all times by vessels drawing 6 or 8 feet.

Three-fourths of the increase of the products carried on the river is due to the improvement, independent of any natural increase of production.

Amount appropriated by act passed August 2, 1882		$10,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$1,557 38	
July 1, 1883, outstanding liabilities	40 00	
		1,597 38
July 1, 1883, amount available		8,402 62

CONTENTNEA CREEK (MOCCASIN), NORTH CAROLINA.

(Page 190.)

First appropriation, 1881. This stream was not navigable at all except by small flats during freshets. Steamers drawing 3 feet are now passing over it continually for one-half or two-thirds of the year, as far as the clearing of the stream has progressed, about 40 miles from its mouth.

The navigation of this and the Neuse and Trent is mainly carried on by the same boats, which are transferred from one to another as trade requires, with much benefit to commerce.

July 1, 1882, amount available		$306 01
Amount appropriated by act passed August 2, 1882		10,000 00
		10,306 01
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$8,421 64	
July 1, 1883, outstanding liabilities	1,014 25	
		9,435 89
July 1, 1883, amount available		870 12

YADKIN RIVER, NORTH CAROLINA.

(Page 192.)

First appropriation, 1879. Work upon this river has been carried up to a mill-dam, which prevents further improvement until it is removed; but since no part of the appropriation can be applied to the purchase of the right of way or paying damages, operations are deferred until special provision is made for that purpose.

No commerce existed upon the river and none has been developed by the improvement thus far made.

The Yadkin within the limits of North Carolina is entirely cut off by a narrow mountain defile of 30 feet width, through which it descends in a torrent, 50 feet in 2 miles, and has no navigable connection with its lower part, known as the Great Pee Dee; it becomes, therefore, a question

whether it can be considered navigable water of the United States, as defined by the Supreme Court.

July 1, 1882, amount available		$17,935 20
Amount appropriated by act passed August 2, 1882		25,000 00
		42,935 20
Jnly 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$9,061 88	
July 1, 1883, outstanding liabilities	1,001 43	
		10,063 31
July 1, 1883, amount available		32,871 89

CAPE FEAR RIVER, FROM WILMINGTON TO FAYETTEVILLE, NORTH CAROLINA.

(Page 189.)

First appropriation, 1881. At ordinary and high stages the river is navigable by steamers drawing 3½ feet as far as Fayetteville; at very low stages not more than 8 inches exist on some of the shoals. Expenditures for increasing the depth over the shoals have not yet been made, but navigation has been made easier and safer by the removal of logs, trees, &c.

The right held by a company to take tolls or make charges for the navigation of the river has been extinguished under authority of river and harbor act of March 3, 1881. Commerce has been benefited by being relieved from tolls.

July 1, 1882, amount available		$15,186 04
Amount appropriated by act passed August 2, 1882		30,000 00
		45,186 04
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$10,344 60	
July 1, 1883, outstanding liabilities	2,642 85	
		12,987 45
July 1, 1883, amount available		32,198 59

LILLINGTON RIVER, NORTH CAROLINA.

(Page 190.)

First appropriation, 1881. Before improvement the stream, which is not less than 12 feet deep, was not more than 40 to 45 feet wide in many places and very crooked. The completed improvement will straighten and widen the river so that steamers 125 feet long will be enabled to reach Lillington.

The benefit to commerce will be increased facilities and lower rates between Wilmington and Lillington.

July 1, 1882, amount available		$3,000 00
Amount appropriated by act passed August 2, 1882		3,000 00
		6,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$2,254 75	
July 1, 1883, outstanding liabilities	644 15	
		2,898 90
July 1, 1883, amount available		3,101 10

TOWN CREEK, NORTH CAROLINA.

(Page 192.)

First appropriation, 1881. Logs, trees, and sunken flat-boats have been removed from the stream. Some dredging remains to be done on a shoal having but 1½ feet at low water, and it is expected to secure a depth of 4 feet with the present appropriation. No increase of commerce has resulted and none is expected.

July 1, 1882, amount available		$1,000 00
July 1, 1883, amount expended during fiscal year		1,000 00

WATEREE RIVER, SOUTH CAROLINA.

(Page 206.)

First appropriation, 1881. The lower 8 miles of the river was almost entirely blocked by overhanging trees, and by trees, snags, and logs in its bed. A fair navigation for boats drawing 4 feet now exists on this part of the river. The work being very incomplete no known benefit to commerce has yet resulted.

July 1, 1882, amount available		$149 69
Amount appropriated by act passed August 2, 1882		15,000 00
		15,149 69
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$1,107 71	
July 1, 1883, outstanding liabilities	1,381 60	
		2,489 31
July 1, 1883, amount available		12,660 38

SANTEE RIVER, SOUTH CAROLINA.

(Page 206.)

First appropriation, 1881. The only expenditures made have been for surveys and examinations, the right of way not having been secured.

July 1, 1882, amount available		$20,627 06
Amount appropriated by act passed August 2, 1882		20,000 00
		40,627 06
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$93 29	
July 1, 1883, outstanding liabilities	227 58	
		420 87
July 1, 1883, amount available		40,206 19

GEORGETOWN HARBOR, SOUTH CAROLINA.

(Page 205.)

First appropriation, 1882. No expenditure has yet been made under this appropriation.

Amount appropriated by act passed August 2, 1882	$7,000 00
July 1, 1883, amount available	7,000 00

WACCAMAW RIVER, SOUTH CAROLINA.

(Page 261.)

First appropriation, 1880. The depths over the shoals in the river below Buck's Upper Mill have been increased from 9 feet to 11½ and 12 feet.

The commerce of the river has increased since 1880 from a value of $848,500 to $2,370,000, the principal increase being in cotton. How much of this is due to the improvement is indeterminate.

July 1, 1882, amount available		$612 03
Amount appropriated by act passed August 2, 1882		4,400 00
		5,012 03
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$2,386 31	
July 1, 1883, outstanding liabilities	348 85	
		2,735 16
July 1, 1883, amount available		2,276 87

GREAT PEE DEE RIVER, SOUTH CAROLINA.

(Page 205.)

First appropriation, 1880. The navigable depth of the river has not materially increased by the improvement, but the navigation has been made easier and safer by the removal of wrecks, logs, snags, and overhanging trees.

The value of the commerce of the river has increased since 1880 from about $2,750,000 to about $4,500,000, partly due to the improvement and partly to the general development of that section of country.

July 1, 1882, amount available	$119 90
Amount appropriated by act passed August 2, 1882	6,000 00
	6,119 90
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	5,947 37
July 1, 1883, amount available	172 53

NAG'S HEAD, NORTH CAROLINA.—REOPENING A COMMUNICATION BETWEEN ALBEMARLE SOUND, NORTH CAROLINA, AND THE ATLANTIC OCEAN.

(Page 190.)

Fifty thousand dollars by act of August 30, 1852. Modified act of February 14, 1855. An ineffectual attempt was made to secure an opening by dredging. The work was abandoned in 1859.

OCRACOKE INLET, NORTH CAROLINA.

(Page 191.)

First appropriation in 1828. Vessels drawing 9 feet could, at that time, pass in from the ocean at low water, but the channel inside was not practicable for vessels drawing more than 5 feet.

The appropriations made were applied until 1836 in deepening one of the channels from Pamlico Sound to the inlet, during which time an increase of about 3½ feet of depth was obtained with, at first, great promise of permanence. In 1836, to prevent the formation of a shoal that had begun to form at the outlet of the dredged channel, resort was had to a jetty for the concentration of the current. This, when nearly completed, was materially injured by a violent storm in August, 1837.

The continued shoaling of the dredged channel and the destruction of this jetty eventually led to the final abandonment of the work.

Between the years 1830 and 1835 the benefit to commerce was a material increase in the number of vessels seeking this outlet from North Carolina ports to the sea.

CHARLESTON HARBOR, SOUTH CAROLINA.

(Page 205.)

The first appropriation of 1852 was applied to improving the Beach Channel by dredging, but no substantial results were obtained. The appropriations from 1871 to 1876 were expended for the greater part in taking up at various points of the inner and outer harbor the wrecks of fourteen iron-clad and wooden vessels sunk during the civil war. Their removal was of benefit to commerce. In 1878 a plan was adopted for increasing the depth of water across the bar to 21 feet by means of jetties, the greatest depth being about 11½ feet.

No material benefit to commerce is expected until the two jetties shall have been further extended and raised throughout their whole lengths.

Amount appropriated by act passed August 2, 1882		$300,000 00
July 1, 1883, amount expended during fiscal year	$163,654 77	
July 1, 1883, outstanding liabilities	36,877 22	
		200,531 99
July 1, 1883, amount available		99,468 01

ASHEPOO RIVER, SOUTH CAROLINA.

(Page 205.)

The small appropriation made in 1872 was applied to the removal of various kinds of obstructions placed in the channel during the civil war, by means of which the depth of 10 feet at low water was restored to the channel, which had diminished by these obstructions; and to that extent commerce was benefited.

ASHLEY RIVER, SOUTH CAROLINA.

(Page 205.)

The appropriations of 1880 and 1881 were applied to dredging a channel of 11 feet depth at mean low water for 10 miles above Charleston, where formerly only 9 feet existed.

The improvement chiefly benefits the several phosphate companies located above the shoals removed.

July 1, 1882, amount available	$85 07
July 1, 1883, amount available	85 07

TOWN CREEK, SOUTH CAROLINA.

(Page 206.)

A part of the appropriation of 1871 was applied to the removal of wrecks, and directly benefited commerce by removing these impediments to navigation between Charleston and points on Cooper River.

STONO RIVER, SOUTH CAROLINA.

(Page 206.)

The unexpended balance of the appropriation of 1871 for Town Creek was expended in removing the wrecks of three vessels and a number of logs, sunk as obstructions during the civil war, and restored the navigable capacity of the inland water communication among the sea islands between Charleston and Port Royal, benefiting commerce to that extent.

WAPPOO CUT, SOUTH CAROLINA.

(Page 206.)

First appropriation, 1881. It connects Stono and Ashley rivers. Work is in progress. The object of the improvement is making a straighter channel through Wappoo Cut of 6 feet depth at mean low water. At present only 2 to 4 feet can be carried at that stage through the cut.

July 1, 1882, amount available		$10,000 00
Amount appropriated by act passed August 2, 1882		10,000 00
		20,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$11,432 80	
July 1, 1883, outstanding liabilities	5,272 00	
		16,704 80
July 1, 1883, amount available		3,295 20

SULLIVAN'S ISLAND, SOUTH CAROLINA.

(Page 205.)

The appropriation of 1880 was expended in building a jetty to protect the beach in its vicinity, and also to protect the shore end of the North Jetty of the Charleston Harbor improvement now under construction, and has served the intended purpose.

BRUNSWICK HARBOR, GEORGIA.

(Page 133.)

The first appropriation of 1836 was "for the removal of the Brunswick Bar," and was so expended.

In 1879, the date of the next appropriation, there was only 9 feet at low tide over the bar at the entrance to the harbor. The improvement since commenced and still in progress had resulted, in June, 1882, in establishing a channel of from 40 to 50 feet in width, with a minimum depth of about 13 feet at low water, and has benefited commerce by increasing the depth over the bar.

The present plan contemplates a depth of 15 feet at low tide over the bar.

July 1, 1882, amount available		$1 47
Amount appropriated by act passed August 2, 1882		25,000 00
		25,001 47
July 1, 1882, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		24,502 57
July 1, 1883, amount available		498 90

SAVANNAH RIVER AND HARBOR, GEORGIA.

(Page 134.)

The appropriations between 1826 and 1855, inclusive, were chiefly applied to the removal of wrecks sunk in the channel-way of the river below Savannah during the Revolutionary war; to dredging shoals produced by them and at other points, and in constructing works designed to throw a larger volume of water into "Front River." The result was an increase of depth at the worst places of from 7 or 8 feet at low water to 10 feet, and an increase of the available high-water depth, from Tybee Roads to the city, from about 14 to 16 or 17 feet.

The channel-way of the river below the city greatly deteriorated during the civil war, in consequence of numerous and extensive obstructions placed in it. The first three appropriations since 1872 were almost exclusively used in removing those portions of the obstructions most injurious to navigation, and to that extent commerce was benefited by the work.

The expenditures since 1874 have resulted in forming a practicable ship channel from Tybee Roads to the city of Savannah, by which about 13 feet at low water and 19 feet at high water can now be carried to the city.

Under the existing plan it is expected that at its completion, vessels drawing 22 feet will be able to reach the city wharves.

July 1, 1882, amount available		$15,051 92
Amount appropriated by act passed August 2, 1882		200,000 00
		215,051 92
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$116,591 21	
July 1, 1883, outstanding liabilities	37,445 09	
		154,036 30
July 1, 1883, amount available		61,015 62

SAVANNAH RIVER BELOW AUGUSTA, GEORGIA.

(Page 135.)

First appropriation, 1881. The object of the improvement is to establish a low-river channel 5 feet deep; at present there is only from 2 to 3 feet of water upon several shoals in the channel-way.

No benefit to commerce has as yet accrued, the expenditures having been for procuring a suitable snag-boat.

July 1, 1882, amount available		$75 18
Amount appropriated by act passed August 2, 1882		25,000 00
		25,075 18
July 1, 1883, amount expended during fiscal year, exclusive of oustanding liabilities July 1, 1882	$17,660 18	
July 1, 1883, outstanding liabilities	6,302 85	
		23,963 03
July 1, 1883, amount available		1,112 15

SAVANNAH RIVER ABOVE AUGUSTA.

(Page 135.)

First appropriation, 1880. The work so far done has resulted in straightening the channel and securing a low-river depth of 3 feet at a number of places in the river for 64 miles above Augusta, and has produced an immediate and permanent improvement to the navigation of the river, benefiting commerce to that extent.

July 1, 1882, amount available		$247 24
Amount appropriated by act passed August 2, 1882		15,000 00
		15,247 24
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$8,471 53	
July 1, 1883, outstanding liabilities	4,380 12	
		12,851 65
July 1, 1883, amount available		2,395 59

SAINT AUGUSTINE CREEK, GEORGIA.

(Page 134.)

This constitutes part of the inland passage between Savannah and Jacksonville. A part of the appropriation of 1879 was expended in the removal of the wreck of a heavy timber dry-dock sunk during the war to obstruct the channel. Its removal to a depth of 10 feet at low water accommodates the kind of navigation using the inland passage and constitutes the benefit to commerce.

July 1, 1882, amount available	$3,417 66
July 1, 1883, amount available	3,417 66

DARIEN HARBOR, GEORGIA.

(Page 133.)

The appropriation of 1878 was expended in deepening two shoals in Darien River, below the town, from 8 to 11 feet at mean low water, and lower down two bars were deepened from 11 to 14 feet and from 8 to 12 feet, respectively.

An active business of shipping lumber and timber is carried on here, which has been benefited by the improvement.

ALTAMAHA RIVER, GEORGIA.

(Page 133.)

First appropriation, 1881. The work thus far done has been merely preparatory, and the greater part of the expenditure for procuring a snag-boat. Commerce has as yet derived no benefit from the proposed improvement, which is to secure a low-water channel 80 feet wide and 3 feet deep to the confluence of the Oconee and Ocmulgee, 155 miles.

July 1, 1883, amount available		$6 10
Amount appropriated by act passed August 2, 1882		15,000 00
		15,006 10
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		137 89
July 1, 1883, amount available		14,868 21

ROMERLY MARSH, GEORGIA.

(Page —.)

This forms part of the inland passage between Savannah River, Georgia, and Saint John's River, Florida. It is excessively crooked, and vessels drawing 5 feet cannot pass through on less than half tide.

The appropriation of 1882 not being deemed sufficient, work has been postponed to await further action of Congress, since the opening of only a part of the passage would be useless.

Amount appropriated by act passed August 2, 1882		$10,000 00
July 1, 1883, amount expended during fiscal year	$61 63	
July 1, 1883, outstanding liabilities	2,399 33	
		2,460 93
July 1, 1883, amount available		7,539 07

SAINT JOHN'S RIVER, FLORIDA.

(Page 131.)

The depth on the bar at the mouth of this river has generally been about 6 feet at low tide, and the direction of the channel frequently changes under the influence of storms.

The first appropriation was made in 1852. The results of its expenditure were not permanent.

With the appropriations made from 1870 to 1878 dredging was done for temporary relief of navigation; depths from 8 to 10 feet were attained at low water, so that vessels drawing 14 feet could cross the bar; but these advantages could not be permanently secured.

Since December, 1880, operations have been carried on, designed, by means of two long jetties, to establish and permanently maintain a mid-channel depth of 15 feet at mean low water on the bar.

The works have not yet sufficiently advanced to give the new channel the required direction and depth.

July 1, 1882, amount available		$6,771 18
Amount appropriated by act passed August 2, 1882		150,000 00
		156,771 18
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$33,759 95	
July 1, 1883, outstanding liabilities	48,609 72	
		82,369 67
July 1, 1883, amount available		74,401 51

ENTRANCE TO CUMBERLAND SOUND, GEORGIA AND FLORIDA.

(Page 228.)

First appropriation, 1880. The depth of water over the Fernandina Bar varies from 11 to 12½ feet, and a mean rise and fall of tide of 6 feet.

Operations now in progress are designed to create and maintain a ship-channel across the bar of not less than 20 to 21 feet at mean low water.

The appropriations made thus far have been too small to advance the work sufficiently to produce any marked improvement in the channel.

July 1, 1882, amount available	$19,743 11
Amount appropriated by act passed August 2, 1882	50,000 00
	69,743 11
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	68,457 26
July 1, 1883, amount available	1,285 85

INSIDE PASSAGE BETWEEN FERNANDINA AND SAINT JOHN'S RIVER, FLORIDA.

(Page 259.)

Appropriations were made at intervals between the years 1828 and 1838, and chiefly applied to dredging in Amelia River and Sawpit Creek. On the reach between Fernandina and Nassau Sound there has been maintained a least low-water depth of 4 feet, which improvement is ascribed to the work done with these appropriations.

With the appropriations made since 1874 the worst shoals between Nassau Sound and Saint John's River were improved by dredging from time to time; but as there seems to be no prospect of securing any permanent benefit to commerce from the occasional expenditure of small appropriations, work has been discontinued since 1880.

July 1, 1882, amount available	$4,434 45
July 1, 1883, amount available	4,434 45

SAINT AUGUSTINE HARBOR, FLORIDA.

(Page 131.)

The appropriations for this harbor between the years 1841 and 1852 were expended for the extension and subsequent repair and preservation of an existing sea wall.

VOLUSIA BAR, FLORIDA.

(Page 133.)

This is at the south end of Lake George, where the waters of Saint John's River discharge into the lake.

First appropriation, 1880. The improvement contemplates the establishment of a channel depth of 6 feet at low stage by means of two jetties. The depth was from 3½ to 4½ feet, and about 1 foot has thus far been gained by the works executed.

July 1, 1882, amount available	$66 00
Amount appropriated by act passed August 2, 1882	5,000 00
	5,066 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4,555 04
July 1, 1883, amount available	510 96

CONNECTING THE WATERS OF INDIAN RIVER AND MOSQUITO LAGOON AT THE HAULOVER.

(Page 130.)

With the appropriations of 1844 and 1852 the Haulover Canal was cut to a depth of 2 feet, at that time considered sufficient for the class of boats that could be carried through Mosquito Lagoon. The work proved of benefit to the people living on the lagoon and on Indian River. The cut has greatly deteriorated from long neglect, and needs widening and deepening.

EDISTO RIVER, SOUTH CAROLINA.

(Page —.)

First and only appropriation, 1882. A snag-boat has been employed removing snags and overhanging trees over a considerable portion of the river. The work is to be continued.

Amount appropriated by act passed August 2, 1882	$8,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	1,945 00
July 1, 1883, amount available	6,055 00

SALKIEHATCHIE RIVER, SOUTH CAROLINA.

(Page —.)

First and only appropriation, 1882. A snag-boat has been employed for a short time on the river. The work projected comprises the removal of logs, shoals, and piles so as to make a continuous channel for 77 miles of river.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, outstanding liabilities	587 50
July 1, 1883, amount available	4,412 50

MOBILE HARBOR, ALABAMA.

(Page 117.)

The first appropriation was in 1826, and those made at intervals between that date and 1852 were applied to dredging a channel through Choctaw Pass 200 feet wide and 10 feet deep, and in the partial dredging of a channel through Dog River Bar to a depth of 10 feet. The original depth was 5½ feet at the "pass" and 8 feet at the "bar." From 1870 to 1875 the work accomplished was a channel 300 feet wide and 13 feet deep through the pass, and one of the same depth and 200 feet wide through the bar.

With the appropriation of 1879, Congress sanctioned the work now in progress of dredging the 13-foot channel to a depth of 17 feet, and extending it with a uniform width of 200 feet to the 17-foot curve in the lower bay, a distance of 26¾ miles.

The improvement as far as completed gives satisfactory evidence of permanence.

The benefit to commerce has been marked. In the fiscal year of 1881, value of exports to foreign ports, $6,594,840; imports, foreign goods, $659,397.

July 1, 1882, amount available		$115,276 28
Amount appropriated by act passed August 2, 1882		125,000 00
		240,276 28
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$147,469 47	
July 1, 1883, outstanding liabilities	3,070 29	
		150,539 76
July 1, 1883, amount available		89,736 52

PENSACOLA HARBOR, FLORIDA.

(Page 131.)

First appropriation, 1878. The object of the improvement now in progress is the removal of a bar that has formed across the main channel of entrance to the harbor and to prevent its re-formation.

The work has not yet been carried sufficiently far to give much benefit to commerce, but it is expected that it will, during the next summer, restore the original depth of 22½ feet in the channel, which has of late years considerably shoaled.

For the fiscal year 1882, value of exports, $2,964,896; imports, $103,532.

July 1, 1882, amount available		$51,859 34
Amount appropriated by act passed August 2, 1882		50,000 00
		101,859 34
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$34,884 87	
July 1, 1883, outstanding liabilities	669 75	
		35,554 62
July 1, 1883, amount available		66,304 72

FLINT RIVER, GEORGIA.

(Page 133.)

Improvement begun with the appropriation of 1878. Previous appropriations for the Chattahoochee and Flint jointly were applied to the former only. Before improvement the river was not navigable above Bainbridge, and only navigable for light-draught steamers at high stage from that point 36 miles to its mouth. It is now navigable at ordinary low water to a point 24½ miles above Bainbridge, and on a slight rise safely navigable for 90 miles above Albany.

There has been a decided increase in transportation to and from points accessible to the river since the improvement has been in progress.

July 1, 1882, amount available	$2,797 21
Amount appropriated by act passed August 2, 1882	25,000 00
	27,797 21
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	16,525 68
July 1, 1883, amount available	11,271 53

CHATTAHOOCHEE RIVER, GEORGIA AND ALABAMA.

(Page 225.)

First appropriation, 1874. Before improvement the river was not navigable at low water. It is now navigable at low water to Columbus for light-draught steamers.

The work has consisted in clearing the river its entire length each year of snags and overhanging trees, and in blasting rock shoals and deepening the channel by the use of wing-dams.

The improvement is not permanent, as there is an annual accumulation of snags and other obstructions caused by the winter freshets.

There has been a large increase of commerce since the commencement of the improvement.

July 1, 1882, amount available		$16,789 90
Amount appropriated by act passed August 2, 1882		25,000 00
		41,789 90
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		15,372 54
July 1, 1883, amount available		26,417 36

APALACHICOLA RIVER AND BAY, FLORIDA.

(Page 129.)

Appropriations made between the years 1828 and 1838 were applied to removing obstructions from the river and in deepening a straight channel in the bay.

APALACHICOLA RIVER, FLORIDA.

(Page 130.)

First appropriation, 1874. Before improvement the river was obstructed by numerous snags, and at a point 50 miles above Apalachicola completely closed for a distance of 6 miles. The condition of the river is now good and available for light-draught river steamers. Snags and overhanging trees will have to be removed every season to maintain the improvement.

Value of commerce in 1874, $181,338; in 1882, $772,565. Increase attributed to the improvement.

July 1, 1882, amount available		$2,129 84
Amount appropriated by act passed August 2, 1882		2,000 00
		4,129 84
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		806 87
July 1, 1883, amount available		3,322 97

APALACHICOLA BAY, FLORIDA.

(Page 130.)

First appropriation, 1880. Before improvement the channel of entrance from the bay to the river at the wharves of Apalachicola had a depth of 4 feet at ordinary high tide; it is now 9 feet. The adopted plan is for a channel 100 feet wide and 11 feet deep.

Commerce in lumber and hewn timber is increasing rapidly, and will continue to do so with increased facilities.

July 1, 1882, amount available			$94 95
Amount appropriated by act passed August 2, 1882			25,000 00
			25,094 95
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$22,227 56		
July 1, 1883, outstanding liabilities	2,209 34		
			24,436 90
July 1, 1883, amount available			658 05

TAMPA BAY, FLORIDA.

(Page 132.)

First appropriation, 1880. Before improvement the channel from the bay up to wharves at Tampa was only navigable at ordinary high tide for vessels drawing 5 feet. The expenditure so far has secured a channel 60 feet wide and 9 feet deep. The width is to be increased to 150 feet over the bar and 200 feet in the river.

Annual value of commerce benefited, $500,000. Fifteen thousand head of cattle are annually shipped to Cuba.

Amount appropriated by act passed August 2, 1882	$20,000 00
July 1, 1883, amount expended during fiscal year	20,000 00

PEAS CREEK, FLORIDA.

(Page 131.)

First appropriation, 1881. Navigable before improvement for light-draught river steamers during high water, but difficult and dangerous from snags and overhanging trees, and not used. The expenditures so far have made a few miles safely navigable for light-draught river steamers.

Work has not been carried sufficiently far to result in much benefit to commerce. No statistics obtainable.

July 1, 1882, amount available	$4,576 67
Amount appropriated by act passed August 2, 1882	4,000 00
	8,576 67
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4,512 84
July 1, 1883, amount available	4,063 83

KEY WEST HARBOR, FLORIDA.

(Page —.)

First appropriation, 1882. Improvement begun, but no expenditures have yet been made. The improvement contemplated is the deepening of the northwest channel of entrance from its present depth of 11 feet at mean low water, which is not sufficient for present commercial purposes, to 17 feet; the object being a saving of distance for all vessels plying between this and the Gulf ports.

In 1881 vessels entered and cleared—foreign ports 677, domestic, 249.

Amount appropriated by act passed August 2, 1882	$25,000 00
July 1, 1883, amount expended during fiscal year	1,426 88
July 1, 1883, amount available	23,573 12

OCHLAWAHA RIVER, FLORIDA.

(Page 131.)

An appropriation of $10,000 was made in 1835 for clearing this stream from the Saint John's to near Camp King, for the transportation of provisions and military stores for the garrison at that post.

Only about one-third of this was expended under the Quartermaster's Department, United States Army. The extent of the improvement made is not known.

OCHLOCHNEY RIVER, FLORIDA.

(Page 131.)

The appropriation for 1833 for this river was expended in the removal of logs from the channel and impending trees from the banks. The extent of the improvement and its benefit to commerce are not known.

MANATEE RIVER, FLORIDA.

(Page —.)

First appropriation, 1882. Improvement begun but no expenditures have yet been made. The improvement contemplates the deepening of the bar at the mouth, and a portion of the channel of the river from the present navigable depth of 8 feet at mean low water to 13 feet at mean low water, to Shaw's Point about 2 miles above the mouth.

Value of products shipped from September 1880, to July 1, 1881, $138,462; were also shipped annually about 6,000 head of cattle.

Amount appropriated by act passed August 2, 1882		$12,000 00
July 1, 1883, amount expended during fiscal year	$3,038 99	
July 1, 1883, outstanding liabilities	176 23	
		3,215 22
July 1, 1883, amount available		8,784 78

CALOOSAHATCHEE RIVER, FLORIDA.

(Page —.)

First appropriation, 1882. Improvement begun but no expenditures have yet been made. The project adopted is the deepening of the channel of the river from its mouth to Fort Myers, a distance of 14 miles, to 7 feet at ordinary low water for a width of 100 feet as far as funds will admit.

Fort Myers is the principal trading point on the river. Population sparse; trade insignificant; no statistics.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount expended during fiscal year	3 59
July 1, 1883, amount available	4,996 41

SUWANEE RIVER, FLORIDA.

(Page 132.)

First appropriation, 1880. The object of the improvement is to afford a channel of entrance into the river from Suwanee Bay of navigable width and 5 feet deep at mean low water, and to give a channel 50 feet wide and 4 feet deep as far up the river as Ellaville Railroad crossing, at mouth of the Withlacoochee. Before improvement the channel across the bar was about 3 feet deep, and the least depth up the river 1½ feet. Expenditures so far have only accomplished a channel of the required depth across the bar, and the improvement has not as yet afforded benefit to commerce. Several million feet of pine, cypress, and cedar timber have been shipped annually, and the quantity is increasing.

July 1, 1882, amout available	$204 01
Amount appropriated by act passed August 2, 1882	5,000 00
	5,204 01
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	414 34
July 1, 1883, amount available	4,789 67

CHOCTAWHATCHEE RIVER, FLORIDA AND ALABAMA.

(Page 225.)

Appropriations of 1832 and 1833 and for the Choctawhatchee and Holmes rivers in 1884, was applied to clearing the rivers of snags and overhanging trees. The present improvement was begun with the appropriation of 1874. The work done on this river from its mouth, 187½ miles to Geneva, Alabama, has opened navigation for steamers drawing 4½ feet water to that point. The improvement of the river above Geneva for high-water navigation has been carried up as far as Clay Bank Creek, 60 miles. Before improvement navigation was by flat-boats only. Light-draught steamers now ascend to Geneva the year round. A considerable reduction of freight on cotton is reported as resulting from the improvement.

July 1, 1883, amount available	$428 93
Amount appropriated by act passed August 2, 1882	20,000 00
	20,428 93
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	11,268 97
July 1, 1883, amount available	9,159 96

ESCAMBIA RIVER, ALABAMA AND FLORIDA.

(Page 229.)

Application of the appropriation of 1833 and 1836 unknown.

The present improvement was begun with the appropriation of 1880. The benefit resulting to commerce has been the dredging of a channel over the bar at the mouth of the river from the original depth of 1 foot 9 inches, to 5½ feet at mean low water, 100 feet wide, greatly facilitating the transport of the large amount of lumber which is annually shipped out of the river and constitutes the principal part of its commerce. The improvement is incomplete.

July 1, 1882, amount available	$3,360 43
July 1, 1883, amount expended during fiscal year	3,360 43

CONECUH RIVER, ALABAMA AND FLORIDA.

(Page —.)

First appropriation, 1882. Work of improvement has been commenced, but not carried sufficiently far to benefit commerce.

The river requires to be cleared of snags, logs, and overhanging trees to make it passable for steamers.

Amount appropriated by act passed August 2, 1882	$12,000 00
July 1, 1883, amount expended during fiscal year	3,377 94
July 1, 1883, amount available	8,622 06

CAHABA RIVER, ALABAMA.

(Page —.)

First appropriation, 1882. The river is closed to navigation by snags, logs, overhanging trees, &c. Preparations have been made to commence the work of improvement.

It is estimated that the river, if open, would afford cheap transportation to about 50,000 bales of cotton. It would also open a water route from the Alabama coal fields to the Gulf.

Amount appropriated by act passed August 2, 1882	$20,000 00
July 1, 1883, amount expended during fiscal year	8,924 94
July 1, 1883, amount available	11,075 06

TALLAPOOSA RIVER, ALABAMA.

(Page —.)

First appropriation, 1882. Preparations have been made to commence the work of opening the river to navigation, which will consist in the removal of snags, logs, overhanging trees, and other impediments to high-water navigation.

The estimated principal products for which an improved river would furnish transportation are annually about 13,000 bales of cotton, and the product of 6,000 more manufactured, with return freights amounting to about $500,000.

Amount appropriated by act passed August 2, 1882	$15,000
July 1, 1883, amount available	15,000

ALABAMA RIVER, ALABAMA.

(Page 117.)

First appropriation, 1878. The benefit resulting from the expenditures for this improvement is increased safety to river steamers, greater regularity, and quicker trips, with saving to the commerce of the river, which is considerable. In the fiscal year ending June 30, 1882, the reported value of commerce was $4,689,835.

The work has consisted in the removal of snags and overhanging timber, and the improvement of the worst bars by dams and wing dams, the object being to afford a channel 200 feet wide and 4 feet deep at low water.

July 1, 1882, amount available	$6,098	47
Amount appropriated by act passed August 2, 1882	20,000	00
	26,098	47
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	15,491	08
July 1, 1883, amount available	10,607	39

TOMBIGBEE (BELOW COLUMBUS) AND BLACK WARRIOR RIVERS, ALABAMA AND MISSISSIPPI.

(Page 261.)

First appropriation, 1872. Before improvement this portion of the Tombigbee was navigable at low water only 95 miles of 366 miles of its length, and the Black Warrior was not navigable at low water. The work has consisted in the removal of snags, logs, and overhanging trees, the protection of banks against washing, and the improvement of the worst shoals by wing dams. The improvement is not completed, but has been carried far enough to make navigation safe, to enable boats to make quicker trips and during a lower stage of water than formerly, with an increase of the length of the boating season. A small annual expenditure will be required to keep the rivers in their improved condition.

During the fiscal year ending June 30, 1882, on the Warrior the average down freight of cotton was 15,000 bales; on the Tombigbee, 45,557 bales.

July 1, 1882, amount available	$7,932	69
Amount appropriated by act passed August 2, 1882	30,000	00
	37,932	69
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	28,116	10
July 1, 1883, amount available	9,816	59

TOMBIGBEE RIVER, ABOVE COLUMBUS, MISSISSIPPI.

(Page 261.)

First appropriation, 1878.* Before improvement there was no navigation on this portion of the river. The work has consisted principally in the removal of snags and overhanging trees, &tc. The benefit to commerce resulting from the expenditure is a saving on transportation of plantation supplies and products to and from points accessible to the river, between Columbus and Fulton, 144 miles.

A small annual appropriation will be required to maintain the improvement.

During 1882 shipments of cotton, down the river from different points, amounted to 21,786 bales.

July 1, 1882, amount available	$4,373	40
Amount appropriated by act passed August 2, 1882	1,000	00
	5,373	40
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4,548	56
July 1, 1883, amount available	824	84

* $4,667 of the appropriation of 1873 were expended upon this part of the river.

PASCAGOULA RIVER, MISSISSIPPI.

(Page 170.)

The appropriations of 1827 and 1828 were applied to deepening the channel at the mouth of the river, but with no permanent result. In 1867–'70 a canal was cut across the bar by private parties, under a charter from the State, and $5,000 were also expended from other sources. The present improvement was begun with the appropriation of 1878, at which time but 3 feet water could be carried into the river. The expenditures have resulted in deepening the channel of entrance 7 feet at mean low water, and in improving the river for 50 miles above the mouth, by the removal of snags and overhanging trees, &c., by which navigation is made safe, at any stage of water, for small steamers. An annual expenditure will be required for maintenance.

Custom-house returns show a decided increase of trade since 1879.

July 1, 1882, amount available	$2,345 72
Amount appropriated by act passed August 2, 1882	8,000 00
	10,345 72
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	6,987 41
July 1, 1883, amount available	3,358 31

NOXUBEE RIVER, MISSISSIPPI.

(Page 170.)

First appropriation, 1880. Improvement in progress. The benefit to commerce resulting from the improvement is the opening of a water route for a large section of the country formerly dependent upon a railroad for transportation.

Steamers are now making use of the river, which has been closed to them for thirty years. The work has consisted in the removal of snags, overhanging trees, fish-traps, and dams, but is not susceptible of permanent improvement.

Shipments, when the work now in progress is completed, are estimated at 16,000 to 18,000 bales of cotton, with an equal value of other products and return supplies.

July 1, 1882, amount available	$1 55
Amount appropriated by act passed August 2, 1882	10,000 00
	10,001 55
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	9,356 24
July 1, 1883, amount available	645 31

HARBOR AT BILOXI, MISSISSIPPI.

(Page —.)

First appropriation, 1882. Amount appropriated not being sufficient to warrant the commencement of work, its expenditure has been deferred.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount expended during fiscal year	11 45
July 1, 1883, amount available	4,988 55

OLD TOWN CREEK, MISSISSIPPI.

(Page —.)

First appropriation, 1882. Work of improvement will be commenced as soon as the stage of water in the river will admit. By the removal of snags, fallen timber, and overhanging trees the stream can be made safely navigable for 30 miles from the mouth.

Cotton shipments from railroad stations were increased from 10,000 bales in 1867 to 34,000 in 1880, and the charges are high. It is to reduce these by a competing route that the improvement is desired.

Amount appropriated by act passed August 2, 1882	$3,000 00
July 1, 1883, amount available	3,000 00

LA GRANGE BAYOU, FLORIDA.

(Page —.)

First appropriation, 1882. No expenditure has yet been made, the appropriation being too small to accomplish any good results.

Amount appropriated by act passed August 2, 1882	$2,000 00
July 1, 1883, amount available	2,000 00

SAINT MARK'S RIVER, FLORIDA.

(Page 132.)

Appropriations made between the years 1829 and 1834 were expended in removing the obstructions in the harbor, consisting of oyster bars and mud shoals, and in opening the river for 14 miles.

The appropriation of 1844 was expended in clearing 5 miles of the river of snags and impending trees.

At the time of these appropriations Saint Mark's was a place of some commercial importance. The trade of the port has declined, with but little prospect of its revival.

CHIPOLA RIVER, FLORIDA.

(Page 130.)

Appropriations, 1835, $5,000; 1836, $4,000.

Improvement in charge of Quartermaster's Department in 1835. Length of river to be improved, 125 miles. No information at hand of the progress or results of the work or of the amount expended.

PASS AU HERON, ALABAMA.

(Page 118.)

The result of the work accomplished under the appropriation of 1828 for deepening the channel of Pass au Heron, between the eastern end of Dauphin Island, at the Main, near Mobile Bay, is not known. A part of the appropriation only was expended.

HARBOR AT CEDAR KEYS, FLORIDA.

(Page 130.)

First appropriation, 1872. The improvement consists in deepening the channel over the outer bar by dredging from 8½ feet to 11 feet at ordinary high tide, straightening the channel, and the removal of a wreck. The work has been done at a considerable reduction in cost on the original estimate, but may require a further expenditure for its preservation.

It has been attended and followed by a large and constant increase in the commerce and prosperity of the port.

The town is the terminus of the Atlantic and Gulf Transit Railroad.

WITHLACOOCHEE RIVER, FLORIDA.

(Page 133.)

First appropriation, 1881. Before improvement not navigable on account of accumulation of snags and overhanging trees, &c.

Work incomplete and in progress, but not advanced sufficiently to be of benefit to commerce.

No commercial statistics reported.

July 1, 1882, amount available	$3,931 63
July 1, 1883, amount expended during fiscal year	3,931 63

SABINE PASS AND BLUE BUCK BAR, TEXAS.

(Page 209.)

Improvement commenced with appropriation of 1875. With those from this date to 1881 channels were dredged over the long bar at the entrance to Sabine Pass from 12 to 16 feet deep, where the original depth was but 7 feet, and through a shell reef in Sabine Pass and through another at Blue Buck Bar, near the junction of Sabine Pass with Sabine Lake. The channels over the shell reefs have not refilled, but those over the outer bar did not prove self-maintaining, and are now filled.

In 1882 a project was adopted for the construction of jetties by which it is expected to maintain a permanent 20-foot channel over the bar.

No benefit to commerce has resulted, as this new work has only been commenced.

The value of domestic exports passing out of Sabine Pass is estimated at about $1,505,000.

July 1, 1882, amount available		$151,296 06
Amount appropriated by act passed August 2, 1882		150,000 00
		301,296 06
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$133,960 47	
July 1, 1883, outstanding liabilities	14,413 36	
		148,373 83
July 1, 1883, amount available (under contract)		152,922 23

SABINE RIVER, TEXAS.

(Page 210.)

In 1878, before improvement, the depth on the bar at the mouth of Sabine River was 3½ feet. It was dredged to 6 feet, and has now about 5½ feet. By cut-offs and the removal of snags and overhanging trees a marked improvement was made in the river during high stages. During low water it is only navigable a short distance above Orange. No statistics are at hand to show that any increase of commerce on the river has resulted from this work. In 1856 the State of Texas appropriated over $50,000, and in 1874 a large amount of State land, for the improvement of this river. The river is not susceptible of permanent improvement.

July 1, 1882, amount available	$11,805 09
Amount appropriated by act passed August 2, 1882	4,000 00
	15,805 09
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	11,258 52
July 1, 1883, amount available	4,546 57

NECHES RIVER, TEXAS.

(Page 209.)

Before improvement, in 1878, the bar at the mouth of the river had a depth of 2½ feet. It was dredged to 5 feet, and has now about 4½ feet depth. Logs, snags, &c., were removed as far up the river as Bevilsport, the head of high-water navigation. It is not known that this improvement of navigation has been of any benefit to commerce. This river is not susceptible of permanent improvement.

July 1, 1882, amount available	$281 44
Amount appropriated by act passed August 2, 1882	5,000 00
	5,281 44
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882 (surveys)	124 59
July 1, 1883, amount available	5,156 85

GALVESTON HARBOR, TEXAS.

(Page 208.)

In 1870, before any expenditure was made for the improvement of this harbor, the inner and outer bars limited the commerce of the port to vessels drawing not more than 11 feet.

The inner bar has been removed by the joint work of the city and the General Government to a navigable depth of 20 feet.

The object of the improvement in progress on the outer bar, which dates from 1880, is the contraction of the outlet so as to force the outflow into a narrow channel directed upon the bar to effect its removal.

The work so far accomplished gives strong indications of a successful result. An increase of 2 feet in the depth across the bar has already resulted from the expenditures of the last three years, and the saving to commerce in the item of lighterage alone has been estimated at $400,000, at least, during the past year.

Amount appropriated by act passed August 2, 1882		$300,000 00
July 1, 1883, amount expended during fiscal year	$257,249 88	
July 1, 1883, outstanding liabilities	10,509 35	
		267,759 23
July 1, 1883, amount available		32,240 77

SHIP CHANNEL IN GALVESTON BAY.

(Page 208.)

First appropriation in 1872. This and the appropriations of 1874 and 1875 were expended in making a channel through Redfish Bar. The present improvement was begun in 1878. An effort is being made to secure a channel 12 feet deep, where but 8 feet formerly existed, to Morgan's Cut, a distance of about 30 miles.

It having become apparent during the progress of this improvement that the work could not be made permanent within a reasonable cost, and that the cost of its maintenance would be excessive, further expenditure upon it has been deferred to await the action of Congress thereon.

July 1, 1882, amount available	$88,466 13
Amount appropriated by act passed August 2, 1882	94,500 00
	182,966 13
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	23,095 63
July 1, 1883, amount available	159,870 50

BUFFALO BAYOU, TEXAS.

(Page 208.)

This is a continuation of the above. The work is yet incomplete, but has so far benefited the commerce to Houston as to permit uninterrupted navigation during the past low-water season.

A navigable channel of about 6 to 8 feet has been improved to 10 and 12 feet, which will be further improved by widening.

July 1, 1882, amount available		$860 98
Amount appropriated by act passed August 2, 1882		50,000 00
		50,860 98
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$22,937 99	
July 1, 1883, outstanding liabilities	24,762 17	
		47,700 16
July 1, 1883, amount available		3,160 82

TRINITY RIVER, TEXAS.

(Page 210.)

Work was begun with the appropriation of 1878. But little money has been expended on this river. The obstructions to navigation were snags below Liberty and a bar at the mouth. Snags have been removed and the bar dredged. This bar will probably be dredged again with the balance of funds on hand.

The benefit to commerce is commensurate with the expenditure.

July 1, 1882, amount available		$6,630 91
Amount appropriated by act passed August 2, 1882		8,000 00
July 1, 1883, amount available		14,630 91

MOUTH OF BRAZOS RIVER, TEXAS.

(Page 207.)

This improvement was begun with the appropriation of 1880. In 1881 there were 5.6 feet on the bar at mean low tide. There is now 8.5 feet, due to jetty now under construction, which as yet is not more than half completed.

But little commerce has been benefited by the improvement so far. The improvement is in the interest of the increasing sugar and cotton products of that vicinity.

July 1, 1882, amount available		$2,240 97
Amount appropriated by act passed August 2, 1882		50,000 00
		52,240 97
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		50,730 98
July 1, 1883, amount available		1,509 99

PASS CAVALLO, INLET TO MATAGORDA BAY, TEXAS.

(Page 258.)

The first appropriation was made in 1876, but the work was deferred until a sufficient sum had accumulated to warrant its commencement. The navigable channel over the bar of 8 feet has remained unchanged, as but little progress has as yet been made in the improvement projected of obtaining a 12-foot channel across the bar.

During the fiscal year ending June 30, 1882, 147 vessels, with a tonnage of 140,697, entered and cleared at the custom-house at Indianola, in addition to the many vessels not obliged to report.

July 1, 1882, amount available		$5,000 00
Amount appropriated by act passed August 2, 1882		60,000 00
		65,000 00
July 1, 1883, outstanding liabilities		60,000 00
July 1, 1883, amount available		5,000 00

ARANSAS PASS AND BAY, CORPUS CHRISTI, TEXAS.

(Page 207.)

The first appropriation was in 1879, at which time the bar had a depth of 5 to 5½ feet only. The project for the work contemplates a depth of 12 feet and the protection of the head of Matagorda Island from abrasion.

The work of improvement as far as it has progressed has created a depth of 8½ feet on the bar, and a steady increase of depth is developing.

The benefit to commerce as reported by the collector of customs at Corpus Christi has been a business during the year ending June 30, 1882, three times greater than in any previous year, due to the improved condition of the channel over the bar.

July 1, 1882, amount available			$448 53
Amount appropriated by act passed August 2, 1882			100,000 00
			100,448 53
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$62,021 61		
July 1, 1883, outstanding liabilities	36,371 16		
		98,392 77	
July 1, 1883, amount available			2,055 76

HARBOR AT BRAZOS SANTIAGO, TEXAS.

(Page 207.)

First appropriation, 1880. But little has as yet been expended upon this improvement. The natural depth of 7½ feet at high tide remains unchanged across the bar. A beginning only has been made towards increasing it.

No benefit to commerce can be expected until the work is further advanced.

The imports and exports of the customs district of Brownsville have averaged for the last five years from $4,000,000 to $5,000,000 per annum.

July 1, 1882, amount available		$3,210 75
Amount appropriated by act passed August 2, 1882		60,000 00
		63,210 75
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$3,060 75	
July 1, 1883, outstanding liabilities	150 00	
		3,210 75
July 1, 1883, amount available		60,000 00

PROTECTION OF THE BANK OF THE RIO GRANDE AT FORT BROWN, TEXAS.

(Page 209.)

No further appropriation is recommended for this work, since the cost of any effective protection from the encroachment of the river would exceed the value of the public buildings whose destruction is threatened. It would be more expedient to move the buildings to a place of security.

July 1, 1882, amount available	$230 04
Amount appropriated by act passed August 2, 1882	1,000 00
July 1, 1882, amount available	1,230 04

COLORADO RIVER, TEXAS.

(Page 208.)

The appropriation of 1852 was applied to opening navigation in the region of the Colorado Raft. Instead of removing the raft and opening the navigation of the main river, for which the appropriation was inadequate, a lateral channel was opened through a series of lakes, which proved entirely successful.

MOUTHS OF THE MISSISSIPPI.

(Page 237.)

Under the first appropriation for the improvement of the mouths of the Mississippi, in 1837, the plan of dredging with buckets was adopted, and a powerful machine constructed and set to work, but it was not fairly tested for want of further appropriation.

The next appropriation was in 1852, under which a contract was made for a channel through the bar at Southwest Pass, 18 feet deep and 300 feet wide, by stirring up the bottom. No further appropriation having been made until 1856, as a consequence the 18-foot channel, completed in 1853, filled up.

With the appropriation of 1856 a jetty was built, by contract, about a mile long on the western side of the Southwest Pass, composed of a single row of pile planks, strengthened at intervals by piles. Portions of this jetty having been carried away by storms, the contractors abandoned their plan and were permitted to resort to the stirring-up method, by which they opened, in 1858, channels in the Southwest Pass and in Pass à l'Outre 18 feet deep, which, as long as the process continued, preserved this depth.

Further operations were interrupted by the civil war.

Appropriations, made between the years 1866 and 1878, were expended in constructing and operating two dredge-boats, specially designed for deepening the bars by stirring. With these two boats an average depth of about 18 feet was maintained, either in the Southwest Pass or in Pass à l'Outre, until 1878, when the improvement of South Pass by jetties having obtained a depth of 18 feet, further operations of the dredge-boat were discontinued.

The river and harbor act of March 3, 1875, contained provisions authorizing James B. Eads and associates to build jetties and other works on the South Pass, with the view of obtaining and maintaining deep water over the bar at the mouth of the Pass and through the Pass into the river. The time of completion was limited, and payments were to be made upon the attainment of certain specified depths and widths of channel, the ultimate object being to obtain a channel 30 feet in depth and 300 feet in width.

For this work they were to receive $5,250,000; the final $1,000,000 not to be paid, however, until the last-mentioned channel had been maintained for ten years, when they were to receive $500,000, the other $500,000 to be paid when the same channel had been maintained for ten additional years. In addition to the above they were to be paid $100,000 per annum for maintaining this channel, as well as interest at 5 per cent. on the final $1,000,000.

The construction of the jetties was commenced in 1875, and in 1879 a channel 26 feet deep was obtained through the jetties and the Pass.

Congress, by acts of June 19, 1878, and March 3, 1879, amended the original act of March 3, 1875, so that the contractors were only to obtain a channel 26 feet deep and 200 feet wide at bottom, and having through it a central depth of 30 feet "without regard to width."

The law in its present form is interpreted to mean that a channel 26 feet deep, 200 feet wide at bottom, having a central depth of 30 feet without regard to width, must be maintained through the jetties and into the Gulf; and a channel 26 feet in depth, of *navigable width*, must be maintained through the Pass from the jetties into the river proper.

These channels to be maintained for twenty years, dating from July 8, 1879, the contractors to be paid the amounts heretofore stated.

Thus far, since July 8, 1879, this channel has been maintained, except for seventy days in all. in which there was a deficient channel.

There has been no deficiency since September, 1882.

MISSISSIPPI RIVER FROM CAIRO TO THE PASSES.

(Page 237.)

MISSISSIPPI RIVER COMMISSION.

(Page 246.)

The plan of improvement adopted by the Commission consists essentially in seeking to increase the navigable depths at low water by narrowing the width at that stage to about 3,000 feet, it being found that where this width is exceeded bad navigation as a rule exists. To accomplish this result, recourse is had to light permeable structures erected in the river-bed and designed, by checking the velocity of the current, to induce deposits of sediment on those portions of the bed which it is proposed to reclaim from the river. By a continuance of this action, which merely imitates the natural processes constantly at work, it is expected that these deposits will ultimately be raised to the level of the normal banks. When this is done the river will have a nearly uniform width, and the tendency which now exists to form shoals in the wide shores will be done away with.

The principle proposed of contracting the water-way to secure increased depth is in no sense experimental, but has been successfully carried out on many streams in this country and abroad. The special methods proposed have also passed beyond the experimental stage; they have received practical tests at various points on the Mississippi and Missouri rivers, and even the recent work done by the Commission already shows their correctness.

HARBOR OF NEW ORLEANS.

(Page 237.)

This work was designed to protect the wharves and harbor of the city from the incursions of the river. It was begun in 1878; the plan adopted was recommended by a Board of Engineers convened at the request of the city authorities. Great delays during the prosecution of the work was occasioned by the crowded state of the wharves at points where the work was being carried on, and numerous other causes incidental to new and experimental work. What was done failed in its object, which led to its discontinuance in September, 1881.

The river and harbor act of 1882 provides for including this improvement in the general plan under the Mississippi River Commission.

No benefit to commerce resulted from expenditures made.

MEMPHIS HARBOR, TENNESSEE.

(Page 237.)

Work has been going on at this point since 1878, the object being to stop the caving along the upper part of the city front. The means of protection used (brush mattresses) have been quite successful.

VICKSBURG HARBOR, MISSISSIPPI.

(Page 237.)

First appropriation, 1878. Originally work was entirely confined to holding of Delta Point by revetment, the object being to prevent any further recession of the deep water of the river from the harbor proper. The work has been in the main successful.

The work which is now being prosecuted under the Mississippi River Commission contemplates the excavation of a basin in front of the town to be connected by an open cut with deep water in the river.

NATCHEZ AND VIDALIA, MISSISSIPPI.

(Page 237.)

The main object of this improvement, which has been carried on since 1880, has been to arrest the caving of banks in Giles and Marengo bends, which would ultimately allow the river to cut through a narrow neck of land and destroy the landing at Natchez and Vidalia. These are the two best harbors on the river below Cairo, and though no work is actually needed in the immediate vicinity, their existence depends upon the security of the work in the bends above.

PEARL RIVER FROM JACKSON TO CARTHAGE, MISSISSIPPI.

(Page 171.)

First appropriation, 1879. The river is much obstructed by logs, snags, drift, standing trees in the water, and overhanging trees on the banks. The work in progress is for obtaining a navigable channel of 5 feet at low water. It is not considered permanent, as the obstructions are liable to re-form at any time.

The country tributary to this portion of the river produces a large amount of cotton, and the opening of the river to navigation is of great importance to the inhabitants of its valley.

Amount of commerce to be benefited unknown.

July 1, 1882, amount available	$15,398 34
Amount appropriated by act passed August 2, 1882	2,500 00
	17,898 34
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	97 58
July 1, 1883, amount available	17,800 76

PEARL RIVER BELOW JACKSON, MISSISSIPPI.

(Page 171.)

First appropriation, 1880. The natural channel was much obstructed by snags, sunken logs, rafts, standing trees in the water, and overhanging trees on the banks. The object of the improvement is to obtain a channel of navigable width and 5 feet deep at low water for a distance of 315 miles to the mouth of the river. The river has been cleared by contract for 195 miles below Jackson, and the work is being continued by hired labor. The improvement is not permanent. A snag-boat will probably be required for some period of each year to keep the channel clear.

Principal shipments on the river are cotton and lumber.

For a great part of its length it is the only means of communication. The benefit to commerce from the improvement will be the reduction of the cost of freight.

No commercial statistics at hand.

July 1, 1882, amount available		$52,924 92
Amount appropriated by act passed August 2, 1882		15,000 00
		67,824 92
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$57,239 99	
July 1, 1883, outstanding liabilities	1,228 42	
		58,468 41
July 1, 1883, amount available		9,456 51

AMITÉ RIVER, LOUISIANA.

(Page 140.)

First appropriation, 1880. The river is obstructed by snags, sunken logs, standing trees in the water, and overhanging trees on the banks.

The object of the improvement is to obtain a channel of navigable width and 5 feet deep at low water.

Work is in progress, under a contract, covering 40 miles of the river above its junction with Bayou Manchac.

The commerce to be benefited is important, as the river is bordered by plantations mostly cultivating cotton, besides which the principal products are lumber and sugar.

The annual value of commerce before improvement was reputed to be $250,000.

No recent statistics at hand.

July 1, 1882, amount available	$12,697 74
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	8,164 64
July 1, 1883, amount available	4,533 10

VERMILLION RIVER, LOUISIANA.

(Page 142.)

First appropriation, 1880. A navigable channel has been obtained on about 50 miles of the river by the removal of snags, rocks, and overhanging trees, and a channel opened to Vermillion Bay at the mouth of the river.

The improvement benefits the commerce of Vermillionville, Abbeville, and the surrounding country.

Amount of trade unknown.

July 1, 1882, amount available	$4,727 68
Allotment from examinations and surveys	253 32
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4,981 00

TANGIPAHOA RIVER, LOUISIANA.

(Page 142.)

First appropriation, 1872, which was expended in clearing the river of snags, rafts, and leaning trees for 16 miles from its mouth.

With subsequent appropriations since 1880, the improvement has been continued for about 50 miles up stream. The work is not permanent, as the obstructions are liable to reform,

The trade of the river is in lumber, cotton, poultry, vegetables, and fruit to New Orleans. Amount unknown. Benefit to commerce local.

July 1, 1882, amount available	$1,991 01
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	7 26
July 1, 1883, amount available	1,983 75

TCHEFUNCTE RIVER, LOUISIANA.

(Page 141.)

The first appropriation of 1872 was applied to the removal of a wreck that obstructed navigation, and resulted in restoring ample depth of water and sufficient width of channel to that part of the river.

Subsequent appropriations, since 1880, have been applied to removal of a bar at the mouth of the river, and of snags and overhanging trees as far up as Covington. The work is not considered permanent.

Amount of trade unknown, but small.

The benefit to commerce entirely local.

July 1, 1882, amount available	$1,042 24
Amount appropriated by act passed August 2, 1882	1,500 00
	2,542 24
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	88 00
July 1, 1883, amount available	2,454 24

HARBOR ON LAKE PONTCHARTRAIN, LOUISIANA.

(Page 142.)

An appropriation of 1852 was expended in the construction of a wooden breakwater 1,500 feet long in front of the Pontchartrain Railroad wharf to form a harbor of refuge. No subsequent appropriation having been made for its preservation it has gone to decay. The piles upon which the structure rested are still standing sound to low-water line, but decayed above.

There being no harbors on the southern shore of the lake into which vessels can run for refuge, such a work is still a matter of importance.

TICKFAW RIVER, LOUISIANA.

(Page 142.)

First appropriation, 1881. The natural channel is much obstructed by snags and overhanging trees. The improvement in progress is to obtain a channel of navigable width and depth for a distance of 26 miles up stream. The improvement will not be a permanent one, as the obstructions are liable to reform. The benefit to commerce is local, and principally to facilitate the floating of timber. Amount of trade unknown.

July 1, 1882, amount available	$1,915 26
Amount appropriated by act passed August 2, 1882	2,000 00
	3,915 26
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	1,919 90
July 1, 1883, amount available	1,995 36

BAYOU TECHE, FROM SAINT MARTINSVILLE TO PORT BARRE, LOUISIANA.

(Page 141.)

First appropriation, 1880. The object of this improvement, which is in progress, is to secure a low-water navigation by clearing the river of snags, logs, and impending trees, and the construction of inexpensive needle dams and locks.

The benefit to commerce is important. More sugar is produced in the Teche country than in any other equal area in the State. The commerce of the Teche is very large, as the entire supplies of the best portion of Louisiana are received by this route.

July 1, 1882, amount available		$19,464 65
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$3,724 60	
July 1, 1883, outstanding liabilities	88 67	
		3,813 27
July 1, 1883, amount available		15,651 38

CONNECTION OF BAYOU TECHE WITH GRAND LAKE AT CHARENTON, LOUISIANA.

(Page 141.)

First appropriation, 1881. The plan of improvement contemplates the construction of a canal. The work has been delayed by the necessity of acquiring the right of way for the work. This has been secured, and the improvement is about being commenced.

The commerce to be benefited is large. The sugar and cotton raised in the Teche country,

and that carried down the Teche from the west, will have a route to market shorter by 75 miles than at present, and a low-water depth of at least 1½ feet greater.

July 1, 1882, amount available		$24,226 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$1,296 70	
July 1, 1883, outstanding liabilities	25 00	
		1,321 70
July 1, 1883		22,904 30

BAYOU BLACK, LOUISIANA.

(Page 140.)

First appropriation, 1881. Navigation from Morgan City, at the junction of Bayou Boeuf and Berwick's Bay, is up the Boeuf 8½ miles to the Chêne, and down the Chêne 2 miles to the mouth of Bayou Black, thence 31 miles up to an old canal, now closed, half a mile long, cut across to the town of Houma, in Bayou Terrebonne.

From Morgan City to the mouth of the Black there is a 10-foot navigation, with ample width. The obstructions on the Black are, on the lower river, overhanging trees and logs, and on the upper, willows, brush, and grass, nearly across the channel. The improvement in progress is to obtain a channel 50 feet wide and 6 feet deep to Houma.

In 1880 the products on the Black were about 5,000 hogsheads of sugar, and large crops of rice, corn, and potatoes; but the stream is of great importance as a natural link in the chain of interior water-communication between New Orleans and Southwest Louisiana.

July 1, 1882, amount available		$5,040 84
Amount appropriated by act passed August 2, 1882		10,000 00
		15,040 84
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$2,858 12	
July 1, 1883, outstanding liabilities	794 21	
		3,652 33
July 1, 1883, amount available		11,388 51

BAYOU TERREBONNE, LOUISIANA.

(Page 141.)

First appropriation, 1880. The improvement in progress is cutting overhanging trees for 20 miles below Houma, and dredging for about 5 miles, so as to obtain a depth of 4 feet at low water. This is a tidal bayou; this part of the stream serves for purposes of a highway, and is of great importance, being connected with many other bayous, dependent upon it for a route to market, roads on the bayou banks being useless for moving freight.

The commerce to be benefited includes the whole amount coming to Houma, which, in 1878–'79, was 14,175 hogsheads sugar, 20,840 barrels molasses, with much rice and other produce; but sugar plantations furnish the greater part of the freight.

July 1, 1882, amount available		$1,577 19
Amount appropriated by act passed August 2, 1882		7,000 00
		8,577 19
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$8,463 77	
July 1, 1883, outstanding liabilities	20 00	
		8,483 77
July 1, 1883, amount available		93 42

BAYOU COURTABLEAU, FROM PORT BARRE TO THE ATCHAFALAYA, LOUISIANA.

(Page 140.)

First appropriation, 1880. This stream, which forms a connection between the Teche and the Atchafalaya, is obstructed by a bar near its mouth that frequently cuts off all communication with this last stream. It is proposed to remove this bar by closing the principal running bayous and forcing all the water through the mouth, and also to clear the snags and impending trees from Port Barre down. The work is not quite completed. This is an important link in the water communications of the interior of the State. About three steamers a week pass along the stream each way throughout the year. The improvement is important, especially to the Teche country. The amount of commerce to be benefited has not been reported to this office, but is large.

July 1, 1882, amount available	$6,085 15
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	3,191 59
July 1, 1883, amount available	2,893 56

BAYOU LA FOURCHE, LOUISIANA.

(Page 141.)

First appropriation for survey 1852, for improvement 1878. The object of the improvement is to afford low-water navigation to the lower bayou by removal of all obstructions, such as snags, wrecks, and raft heaps, &c., with which the natural channel was obstructed from Donaldsonville down. The work has reached as far as 24 miles below Lockport.

The navigation of the La Fourche derives its importance principally from the sugar and rice plantations along its banks, the annual value of whose products is reported to be about $2,000,000. These have to be carried by the bayou for market at New Orleans, either up to the Mississippi at Donaldsonville or down to the Texas and Louisiana Railroad at Riceland, or to several canals leading to the Mississippi.

The benefit to commerce is the increase of facilities for transportation.

July 1, 1882, amount available		$4,663 92
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$3,926 90	
July 1, 1883, outstanding liabilities	62 00	
	3,988 91	
July 1, 1883, amount available		675 01

CALCASIEU RIVER, FROM PHILLIP'S BLUFF TO ITS MOUTH, LOUISIANA.

(Page 141.)

First appropriation, 1881. The object of the improvement is to obtain a channel of navigable width and depth from Phillip's Bluff to the mouth of the river in Lake Charles, 56 miles. The natural channel is much obstructed by snags, sunken logs, and overhanging trees.

The commerce to be benefited amounts to about 2,000 bales of cotton annually, which has now to be transported overland to a railroad, and lumber. There are seven saw-mills near the mouth of the river, producing about 2,800,000 feet per month, the greater part of which is shipped to Galveston.

July 1, 1882, amount available		$2,991 39
Amount appropriated by act passed August 2, 1882		7,000 00
		9,991 39
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		194 55
July 1, 1883, amount available		9,796 84

CALCASIEU PASS, LOUISIANA.

(Page 141.)

First approriation, 1872. With this appropriation a cut was made across the bar at the foot of the lake, 6,300 feet long, 60 feet wide, and 6½ feet deep at mean low water.

When work was resumed with the appropriation of 1881 the cut was found to have filled to some degree. It has since been lengthened, widened to 70 feet, and deepened to 8 feet at mean low water. The work is not considered permanent, and the depth was made 8 feet to prolong its usefulness.

The amount of commerce benefited is that of the trade of the river, which is reported to have increased very much since the first improvement was made.

July 1, 1882, amount available		$156 75
Amount appropriated by act passed August 2, 1882		3,000 00
		3,156 75
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		156 75
July 1, 1883, amount available		3,000 00

RED RIVER, LOUISIANA, ARKANSAS, AND TEXAS.

(Page 258.)

Appropriations for the improvement of the navigation of this river were made at intervals between the years 1828 and 1841. There was then an interval of no appropriation between 1841 and 1852, and a longer interval of twenty years between 1852 and 1872, during which time the results of work previously done were lost.

The present improvement dates from 1872, and has been of great benefit to commerce. The river was almost incapable of navigation above Shreveport on account of the great raft. This has been removed and the river kept open by means of snag-boats constantly on watch to remove snags and accumulations which might give rise to another raft.

The river is now open from Fulton to its mouth.

July 1, 1882, amounts available:		
From appropriation for removing raft in Red River and closing Tone's Bayou, La.		$24,420 17
From appropriation for removing obstructions from Red River, Louisiana		1,446 76
From appropriation for improving Upper Red River from Fulton, Ark., to head of raft		2,874 19
		28,741 66
Amount appropriated by act passed August 2, 1882		75,000 00
		103,741 66
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$48,642 23	
July 1, 1883, outstanding liabilities	40,000 00	
		88,642 23
July 1, 1883, amount available		15,099 43

BAYOU BOEUF, LOUISIANA.

(Page 140.)

This improvement was begun in 1881, and has consisted in cutting down leaning trees along the banks and removing obstructions from the river. Navigation has been greatly improved thereby, and boats now run regularly, during high water, to Jefferson, Louisiana.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount expended during fiscal year	4,743 99
July 1, 1883, amount available	256 01

YAZOO RIVER, MISSISSIPPI.

(Page 171.)

First appropriation in 1873. The benefit to navigation by the improvement of this stream has been marked.

The stream was obstructed by a large number of wrecks, which have been removed, and navigation was limited by snags, leaning trees, and other obstacles common to all such streams. These having also been removed, the capacity of the river for navigation has been greatly increased.

July 1, 1882, amount available	$306 31
Amount appropriated by act passed August 2, 1882	8,000 00
	8,306 31
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	8,005 13
July 1, 1883, amount available	301 18

BIG SUNFLOWER RIVER, MISSISSIPPI.

(Page 170.)

First appropriation, 1879. The depth of water over the shoals has been increased from 18 inches to 3½ feet, and in the lower portions snags and other obstructions have been removed from the stream, which has been freed from leaning timber from Clarksdale to its mouth.

The improvement to navigation and benefit to commerce have been marked.

July 1, 1882, amount available	$1,354 62
Amount appropriated by act passed August 2, 1882	5,000 00
	6,354 62
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4,340 54
July 1, 1883, amount available	2,014 08

TALLAHATCHIE RIVER, MISSISSIPPI.

(Page 171.)

First appropriation, 1879. The capacity for navigation of this river before improvement, was very limited on account of obstructions, and has been increased so that boats which navigate the Upper Yazoo can also navigate the Tallahatchie as far as Batesville, the railroad crossing.

The benefit to commerce has been marked, as testified to by steamboat men on this river.

Amount appropriated by act passed August 2, 1882	$3,000 00
July 1, 1883, amount expended during fiscal year	2,681 72
July 1, 1883, amount available	318 28

COLDWATER RIVER, MISSISSIPPI.

(Page 170.)

The appropriations of 1879 and 1880 were applied to the removal of snags, logs, and leaning trees.

This stream cannot be put in a navigable condition without an expenditure greater than the commerce of that region would warrant.

The improvement made has been of but little benefit to commerce.

July 1, 1882, amount available	$1,339 01
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	345 10
July 1, 1883, amount available	993 91

TCHULA LAKE, MISSISSIPPI.

(Page 171.)

First appropriation, 1881. This stream, before improvement, was much obstructed by snags, logs, and overhanging trees. Its capacity for navigation has been so increased that light-draught boats can enter it earlier in the season. The benefit to commerce has been marked.

Amount appropriated by act passed August 2, 1882	$2,500 00
July 1, 1883, amount expended during fiscal year	2,228 54
July 1, 1883, amount available	271 46

BIG HATCHIE RIVER, TENNESSEE.

(Page 206.)

First appropriation, 1880.

This stream was almost incapable of navigation before improvement. Since the work has been in progress a fair capacity for navigation has been kept up.

The improvement has resulted in benefit to commerce by allowing the shipment of products by the river, where, heretofore, a railroad had the monopoly.

It is as yet incomplete.

July 1, 1882, amount available	$431 89
Amount appropriated by act passed August 2, 1882	3,000 00
	3,431 89
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	3,170 63
July 1, 1883, amount available	261 26

YALLABUSHA RIVER, MISSISSIPPI.

(Page 171.)

Before the commencement of the work of improvement in 1881 the capacity of the river for navigation was limited. A large number of obstructions have been removed, and so increased the facilities of navigation that a steamboat is being built for use on the stream.

The benefit to commerce has been an increase of shipment of cotton from 3,500 to 12,000 bales, which it is expected will be further increased upon the completion of the improvement.

Amount appropriated by act passed August 2, 1882	$3,500 00
July 1, 1883, amount expended during fiscal year	3,400 24
July 1, 1883, amount available	99 76

OUACHITA RIVER, ARKANSAS AND LOUISIANA.

(Page 257.)

Improvement begun with appropriation of 1871. The least depth of water at low water on some of the shoals in the river was 12 inches before improvement. The stream is now navigable, for boats drawing 3 feet, to Camden at low water. High-water navigation has also been greatly improved by clearing the banks of leaning trees and the channel of snags, drift, etc.

The benefit to commerce has been decided.

July 1, 1882, amount available	$1,711 51
Amount appropriated by act passed August 2, 1882	12,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	13,711 51

TENSAS RIVER, LOUISIANA.

(Page 142.)

The small appropriation of 1881 is the only one made for this river. Commerce has been benefited to a limited extent by its expenditure, which was applied to removing leaning trees, logs, and snags from the stream.

BAYOU BARTHOLOMEW, LOUISIANA AND ARKANSAS.

(Page 225.)

Improvement begun with appropriation of 1881. The improvement has consisted in the removal of obstructions from the stream.

It is only susceptible of high-water navigation. This has been improved, and there are now no impediments in the part worked over.

The benefit to navigation has been marked.

July 1, 1882, amount available	$582 26
Amount appropriated by act passed August 2, 1882	5,000 00
	5,582 26
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	3,976 81
July 1, 1883, amount available	1,605 45

CYPRESS BAYOU, TEXAS AND LOUISIANA.

(Page 228.)

Improvement begun with appropriation of 1872. No appropriation since 1879, and no work done here since 1880. The capacity for navigation before improvement was very limited; it is now in good condition for high-water navigation.

Since the development of railroads in this vicinity the navigation of the bayou has been almost totally neglected.

July 1, 1882, amount available	$2,584 58
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	845 78
July 1, 1883, amount available	1,738 80

SOUTH FORKED DEER RIVER, TEXAS.

(Page —.)

The only appropriation for this improvement, that of August 2, 1882, has not been expended.

The stream is navigated by flat-boats only, and is crossed by numerous bridges, which are complete obstructions.

Amount appropriated by act passed August 2, 1882	$3,000 00
July 1, 1883, amount available	3,000 00

ARKANSAS RIVER AT PINE BLUFF, ARKANSAS.

(Page 224.)

First appropriation, 1880. The work here is with the view of protecting the river bank in front of the town from erosion; of preventing a threatened cut-off which would leave the town 3 or 4 miles from the river and seriously injure the river commerce at this point, and to rectify the channel in the vicinity for the general improvement of navigation.

The improvement, as far as it has progressed, has succeeded in its object.

July 1, 1882, amount available	$1,809 01
Amount appropriated by act passed August 2, 1882	20,000 00
	21,809 01
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	19,755 18
July 1, 1883, amount available	2,053 83

ARKANSAS RIVER AT FORT SMITH, ARKANSAS.

(Page 224.)

Allotment, 1876. First appropriation, 1878. The improvement here was the removal of a bar that made the landing difficult at low water, and that was also in the way of passing boats.

The work has accomplished the object for which it was designed, and has proved of benefit to the river commerce.

ARKANSAS RIVER BETWEEN FORT SMITH, ARKANSAS, AND WICHITA, KANSAS.

(Page 224.)

First appropriation, 1879. The work in progress consists in the removal of snags, rocks, and other obstructions to navigation. A large part of the products of the Indian Territory and of Western Kansas will seek this outlet upon the completion of the improvement. The commerce thus far benefited is that between Fort Smith, Arkansas, and Fort Gibson, Indian Territory.

July 1, 1882, amount available	$8,622 84
Amount appropriated by act passed August 2, 1882	20,000 00
	28,622 84
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	7,051 83
July 1, 1883, amount available	21,571 01

WHITE RIVER, MISSOURI AND ARKANSAS.

(Page 119.)

Allotment, 1870. First appropriation, 1871, for White, Black, and Little Red. The reach of the river covered by the improvements already made extends from its mouth to Summer's Shoal, a distance of about 500 miles. The work done consists of the removal of snags, logs, rock, and overhanging trees, and the concentration of water over the shoals by means of dams and dikes made of brush and gravel. Steamboats can now reach Summer's Shoal on a stage of water 3 feet less than before the work was done. The improvement benefits the country bordering on the river, which is almost wholly dependent on water transportation. Cotton is the staple product and is yearly increasing.

In 1879–'80, 15,000 bales were carried by river from Batesville to Newport, Arkansas.

White River between Jacksonport and Buffalo Shoals, Arkansas:

July 1, 1882, amount available	$2,265 68
Amount appropriated by act passed August 2, 1882	6,000 00
	8,265 68
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	2,146 80
July 1, 1883, amount available	6,118 88

White River above Buffalo Shoals, Arkansas:

July 1, 1882, amount available	$1,652 84
Amount appropriated by act passed August 2, 1882	4,000 00
	5,652 84
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	120 00
July 1, 1883, amount available	5,532 84

SAINT FRANCIS RIVER, ARKANSAS.

(Page 119.)

First appropriation, 1872. The river has been made navigable for steamboats at medium and high stages of the river as far up as Lester Landing, about 270 miles from its mouth, by the removal of snags, logs, and overhanging trees.

Commerce, cotton annually brought to market, about 35,000 bales, with corresponding return freight.

L'ANGUILLE RIVER, ARKANSAS.

(Page 119.)

First appropriation, 1878. The river has been cleared of snags, overhanging trees, and other obstructions as far as Marianna, 24 miles from its mouth. It has been of material benefit to the commerce of that place.

In 1879, 2,500 bales of cotton were brought down the river.

July 1, 1882, amount available	$3,149 47
July 1, 1883, amount available	3,149 47

BLACK RIVER, ARKANSAS AND MISSOURI.

(Page 225.)

First appropriation, 1871, for White, Black, and Little Red rivers, Arkansas.

A large number of snags, trees, and other obstructions have been removed from the river and some brush and gravel dams built.

The river is now in a fair navigable condition, at low water, from Poplar Bluff, Missouri, to 30 miles below, and for a distance of 160 miles above Jacksonport, Arkansas.

Black River is a tributary of White River. From the Upper Black great quantities of staves are taken for export to foreign countries, and from the Lower Black from 10,000 to 20,000 bales of cotton are shipped to Memphis and other markets. Cotton shipments are expected to increase with the improvement of the river.

Black River, Arkansas and Missouri:

July 1, 1882, amount available	$859 25
Amount appropriated by act passed August 2, 1882	10,000 00
	10,859 25
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	5,980 65
July 1, 1883, amount available	4,878 60

Black River, Arkansas:

July 1, 1882, amount available	$810 66
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	17 50
July 1, 1883, amount available	793 16

CURRENT RIVER, MISSOURI AND ARKANSAS.

(Page 228.)

First appropriation, 1872. By the removal of snags, logs, and overhanging trees, and the construction of wing-dams made of brush and stone or gravel to concentrate the water over shoal places, the river has been made in good navigable condition for a distance of 23 miles from its mouth.

Shipments on the river are principally cotton and lumber.

FOURCHE LA FÈVE RIVER, ARKANSAS.

(Page 119.)

First appropriation, 1879. By the removal of obstructions this stream has been made navigable, during medium and high stages of water, from its mouth to Harrison's Shoal, a distance of about 60 miles.

Large quantities of lumber and cotton are brought down annually, besides grain, furs, tallow, and bees-wax. There are also mines of lead, iron, and other metals in the valley, which can be profitably worked.

July 1, 1882, amount available	$101 85
Amount appropriated by act passed August 2, 1882	4,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4,101 85

SALINE RIVER, ARKANSAS.

(Page 119.)

First appropriation, 1880. By the removal of obstructions this river has been made fairly navigable at medium and high water stages from its mouth up for a distance of about 240 miles.

The average produce shipped out of the river each year is about 10,000 bales of cotton, 50,000 staves, 200 bales of hides and sundries, besides other commodities.

July 1, 1882, amount available	$2,474 32
Amount appropriated by act passed August 2, 1882	4,000 00
	6,474 32
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4,128 25
July 1, 1883, amount available	2,346 07

LITTLE MISSOURI RIVER, ARKANSAS.

(Page 119.)

Appropriations, 1871 and 1872. Nothing done since the end of fiscal year, June 30, 1873. The river was cleared of obstructions from its mouth to Rawle's Hills, a distance of 29½ miles. The necessity for further improvement ceased with the making of a railroad connection with points on the Ouachita River in 1874.

PIER IN THE MISSISSIPPI RIVER, NEAR SAINT LOUIS, MISSOURI.

(Page 236.)

The appropriations of 1836 and 1837 were applied to beginning a system of works, which, by the assistance of the city of Saint Louis, finally resulted in closing the chute east of Bloody Island, and confining the channel of the river to the Saint Louis shore, greatly to the benefit of the harbor.

The channel depth, in the portions of Saint Louis Harbor affected by this work, was increased from 5 feet, in 1837, to now about 12 feet at the lowest stage.

HARBOR AND MISSISSIPPI RIVER AT ALTON, ILLINOIS.

(Page 236.)

This improvement, made with allotments from the appropriations of 1872 and 1881 and 1882, has resulted in deepening the channel of the river for general navigation, and in preserving the harbor and extending the river front of Alton, and has been positively beneficial to the commerce of the Mississippi.

MISSISSIPPI RIVER, BETWEEN MISSOURI AND MARAMEC RIVERS.

(Page 235.)

The appropriation of 1872 and subsequent allotments were expended for the benefit of Saint Louis Harbor.

The work accomplished was principally that of protection, and has been of much value to the commerce of Saint Louis.

MISSISSIPPI RIVER, BETWEEN MISSOURI AND OHIO RIVERS.

(Page 235.)

The appropriation of 1873 was applied to the harbor of Saint Louis and at Horsetail Bar below. At Saint Louis, in continuation of the work begun, the results were beneficial to commerce. At Horsetail Bar the expenditures were productive of no useful result.

MISSISSIPPI RIVER, BETWEEN ILLINOIS AND OHIO RIVERS.

(Page 236.)

The appropriations under this head, from 1874 and subsequently, were applied at first at special points where the greatest obstructions to navigation existed, but are now devoted to the interest of the general navigation of the river.

The works are in progress and incomplete. They have stopped the caving of banks and consequent injury to navigation for a distance of 24 miles; have increased the channel depth to at least 8 feet from Saint Louis to 21 miles below, where formerly there were eight shoals having a depth of but 3½ to 4 feet at the lowest stage, and have doubled the navigable capacity of the part of the river in which they are located, during the period of low water when navigation is obstructed.

July 1, 1882, amount available		$112,145 18
Miscellaneous receipts		86 64
Amount appropriated by act passed August 2, 1882		600,000 00
		712,231 82
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$510,995 09	
July 1, 1883, outstanding liabilities	5,991 15	
		516,986 24
July 1, 1883, amount available		195,245 58

LIBERTY BAR, MISSISSIPPI RIVER.

(Page 236.)

The appropriation of 1875 and subsequent allotments were applied to the protection of a caving bank. It has prevented the destruction of certain land, but has not deepened the channel, and its benefit to commerce is insignificant.

DICKEY'S ISLAND TO MOUTH OF OHIO.

(Page 236.)

The appropriations of 1876, 1878, and 1879 were applied to bank protection, to arrest the danger of a junction of the Mississippi and Ohio in rear of the town of Cairo.

Confidence of the people of Cairo was restored, and business interests of the place much benefited by the work.

KASKASKIA BEND.

(Page 236.)

The expenditures here were for the protection of a caving bank. The work was only partially successful in the protection of land, it has not increased the navigable capacity of the river, and has been of no benefit to commerce.

CAHOKIA CHUTE.

(Page 236.)

Appropriation of 1878 and additional allotments.

The work done here, in its present condition, has thrown the main steamboat channel into the chute west of Arsenal Island, much to the benefit of the Saint Louis landing; has stopped, to a large degree, the erosion of the Illinois shore; has deepened the channel from about 3½ to about 10 feet at the lowest stage, and has been of great benefit to commerce, both local and general. The river and harbor act of August 2, 1882, provides that the unexpended sums heretofore appropriated for an ice-harbor at Saint Louis shall be expended for the improvement of the channel opposite the city by repairing and raising the present low dam at Cahokia Chute, and such other works as may be deemed advisable. This work is in progress.

July 1, 1882, amount available		$60,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$32,900 54	
July 1, 1883, outstanding liabilities	1,003 40	
		33,903 94
July 1, 1883, amount available		26,096 06

MISSISSIPPI RIVER AT OR NEAR CAPE GIRARDEAU.

(Page 237.)

The work done here has increased the width of deep water in front of the town from 200 to 1,200 feet; has increased the depth of approach from 2 to 15 feet, and the depth in the general steamboat channel from 4 to 8 feet at the lowest stage.

The benefit to commerce has been general as well as local.

OSAGE RIVER, KANSAS AND MISSOURI.

(Page 257.)

First appropriation, 1871. This improvement has resulted in deepening the channel of the river, for a distance of 60 miles from its mouth, from a depth of 6 inches, that existed over numerous shoals, to 2 feet at low water; and removing snags and overhanging trees for 176 miles from its mouth, and has been of much benefit to the commerce of the river, which for the fiscal year ending June 30, 1882, amounted to 9,028 tons carried by boats, valued at $263,856, and lumber rafted valued at $576,372.

July 1, 1882, amount available		$11,488 51
Miscellaneous receipts		45 57
		11,534 08
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$9,823 56	
July 1, 1883, outstanding liabilities	49 87	
		9,873 43
July 1, 1883, amount available		1,660 65

REMOVAL OF OBSTRUCTIONS IN THE MISSISSIPPI, MISSOURI, AND ARKANSAS RIVERS.—SNAGGING.

(Page 249–250.)

Mississippi River.—Work begun with the appropriation of 1824. The improvement consists in the direct removal of dangerous obstructions to navigation. It cannot be considered as affecting the navigable capacity of the river, as that would seem to refer more to the possible draught of water available before and after improvement, but the ease and security afforded have been very great whenever the work has been kept up. During those periods when the work has been suspended or inadequately performed, owing to failure of appropriations or other causes, the resulting accumulations of snags have been of great injury to the commerce of the river.

July 1, 1882, amount available		$3,812 18
Amount received from sales of fuel to officers		19 12
Amount appropriated by act passed August 2, 1882		85,000 00
		88,831 30
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		69,540 59
July 1, 1883, amount available		19,290 71

Missouri River.—The work was begun in 1832. The above remarks apply with greater force, as the accumulation of snags is relatively greater.

July 1, 1882, amount available		$80,000 00
Amount appropriated by act passed August 2, 1882		65,000 00
		145,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		46,661 35
July 1, 1883, amount available		98,338 65

Arkansas River (page 250).—First appropriation, 1832.

Operations have extended, and obstructions removed, from the mouth of the Arkansas to the mouth of Grand River, in Indian Territory, a distance of about 550 miles, rendering the river navigable in this distance for ten months in the year, and at high water boats have ascended 300 miles further. The operations on these rivers must be continuous, and do not admit of permanent completion. They benefit the whole great inland commerce of the west.

July 1, 1882, amount available		$4,356 41
Amount appropriated by act passed August 2, 1882		35,000 00
		39,356 41
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		21,213 28
July 1, 1883, amount available		18,143 13

IMPROVEMENT OF MISSOURI RIVER, BETWEEN SIOUX CITY AND THE MOUTH.

(Pages 251, 252, 253.)

The appropriations made since 1876 for special localities on the river have been expended for the benefit of isolated points, and, being generally small, it became necessary to resort to temporary devices and weak constructions, to the great detriment of economical work; and as no piece of work could be properly finished, or any plan thoroughly carried out, the works put in have frequently failed and required renewal, so that although the aggregate amount of money expended has been considerable, yet the results have, in several instances, been unsatisfactory. Experience has, however, fully demonstrated that the methods pursued are now no longer experimental.

The appropriation of 1882, being for the whole river, in one sum, inaugurates a thorough and systematic improvement, and makes continuity of work possible.

Work has been begun on that portion of the river lying between Charleston, Kans., and Lexington, Mo., a distance of 180 miles, and embraces within its limits five of the localities where work has heretofore been in progress, viz, Saint Joseph, Atchison, Fort Leavenworth, Kansas City, and Lexington.

It is proposed to complete the improvement of this portion as soon as possible, and then to extend the work to other portions as rapidly as funds will permit.

Amount received from sales of fuel to officers		$97 86
Amount appropriated by act passed August 2, 1882		850,000 00
		850,097 86
July 1, 1883, amount expended during fiscal year	$606,970 59	
July 1, 1883, outstanding liabilities	92,927 19	
		699,897 78
July 1, 1883, amount available		150,200 08

GASCONADE RIVER, MISSOURI.

(Page 172.)

First appropriation, 1880. This work has consisted entirely in the removal of snags, which in many places were so numerous as to render low-water navigation too hazardous to be attempted.

The removal of these local accumulations of obstructions has been of very marked benefit to navigation.

This improvement affords cheap and convenient transportation for the products of a large portion of Maries, Osage, and Gasconade counties, Missouri, and will make further development of the country profitable. Wheat and corn are grown in large quantities. Iron ore and oak and pine lumber plentiful.

July 1, 1882, amount available		$534 31
Amount appropriated by act passed August 2, 1882		10,000 00
		10,534 31
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		10,025 69
July 1, 1883, amount available		508 62

MISSOURI RIVER ABOVE MOUTH OF YELLOWSTONE.

(Page 251.)

Improvement begun in 1879. Before improvement, boats could only ascend, after August 1, as far as Cow Island, about 150 miles below Fort Benton.

The benefits resulting from improvement, so far, are extension of period of navigation above Cow Island, and greater number of boats and trips to Fort Benton, owing to increase of depth on some of the shoals, and improved channels on the rapids.

The river and harbor act of August 2, 1882, changed this appropriation to improvement of the Missouri from Sioux City to Fort Benton, and work has been done on the river at points between Fort Benton and Bismarck.

July 1, 1882, amount available		$1,069 99
Amount appropriated by act passed August 2, 1882		100,000 00
		101,069 99
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$37,919 72	
July 1, 1883, outstanding liabilities	8,938 35	
		46,858 07
July 1, 1883, amount available		54,211 92

YELLOWSTONE RIVER.

(Page 262.)

In 1876, before improvement, the river was obstructed by Buffalo, Baker's, and Wolf's rapids, all serious impediments to navigation, besides by several shoals.

There is now no difficulty in passing these rapids, and the shoals between Miles City and Glendive have a least depth of 3 feet at low water, greatly facilitating the transportation of freight to the northern portions of Montana.

July 1, 1882, amount available		$2,115 99
Amount appropriated by act passed August 2, 1882		20,000 00
		22,115 99
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$16,886 42	
July 1, 1883, outstanding liabilities	399 94	
		17,286 36
July 1, 1883, amount available		4,829 63

IMPROVING UPPER MISSISSIPPI—OPERATIONS OF SNAG-BOATS.

(Page 232.)

Since 1867 four snag and dredge boats have been built and operated between Saint Paul and the mouth of the Missouri, a distance of 715 miles, in removing obstructions of all kinds, in assisting stranded boats, barges, and rafts, and dredging channels through shallow bars.

The work has been of very great benefit to the entire commerce and navigation of the Upper Mississippi.

July 1, 1882, amount available	$1,374 94
Amount appropriated by act passed August 2, 1882	25,000 00
	26,374 94
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	16,187 08
July 1, 1883, amount available	10,187 86

IMPROVING MISSISSIPPI RIVER FROM SAINT PAUL TO DES MOINES RAPIDS.

(Page 232.)

Since 1868, 515 miles of this portion of the river have been under improvement by the construction of works which confine and regulate the channel.

The work so far carried out has been very successful.

In some cases, by the removal of a single bar navigation has been opened up for 100 miles or more; and at numerous points an increased depth of from 20 inches at low water to 4 and 6 feet and over has been secured.

The whole commerce of the Upper Mississippi has been very materially benefited by the work already accomplished.

July 1, 1882, amount available		$21,399 91
Amount appropriated by act passed August 2, 1882		250,000 00
		271,399 91
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$167,066 61	
July 1, 1883, outstanding liabilities	523 34	
		167,589 95
July 1, 1883, amount available		103,749 96

IMPROVING MISSISSIPPI RIVER FROM DES MOINES RAPIDS TO ILLINOIS RIVER.

(Page 235.)

On this stretch of river, 163 miles in length, work of improvement has been similarly conducted, as above, and has been productive of like results.

July 1, 1882, amount available		$47,479 67
Amount appropriated by act passed August 2, 1882		200,000 00
		247,479 67
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$97,073 84	
July 1, 1883, outstanding liabilities	5,978 82	
		103,052 66
July 1, 1883, amount available		144,427 01

HARBORS OF REFUGE IN LAKE PEPIN.

(Page —.)

No expenditure of the appropriation of August 2, 1882, for this work has as yet been made, the amount appropriated being insufficient.

Amount appropriated by act of August 2, 1882	$20,000 00
July 1, 1883, amount available	20,000 00

MISSISSIPPI RIVER FROM THE BRIDGE ABOVE LA CROSSE, WISCONSIN, TO MOUTH OF ROOT RIVER.

(Page 232.)

Four sand bars have been removed in a stretch of river of about 4 miles and the depth increased on them from about 30 inches to 5 and 6 feet and more, practically opening an unbroken stretch of 136 miles of excellent navigable water.

This work was for the benefit of through navigation, and has been of great importance to the entire commerce of the Upper Mississippi.

MISSISSIPPI RIVER AT GUTTENBURG, IOWA.

(Page 233.)

The removal of a bar in the raft channel opposite this place, a heavy shipping point, has been of great benefit to its commerce and to the entire lumber interest of the Upper Mississippi, by making, for about 14 miles, a safer and straighter channel for rafts.

July 1, 1882, amount available	$2,527 28
July 1, 1883, amount expended during fiscal year	2,527 28

MISSISSIPPI RIVER OPPOSITE DUBUQUE, IOWA.

(Page 233.)

An immense sand-bar, in front of the town, in great part dry at low water, has been dredged to a depth of 4½ feet.

The entire commerce of Dubuque, which is one of the largest cities in Iowa, and an important shipping point and coaling station, is benefited by this improvement.

July 1, 1882, amount available	$10,755 10
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	380 78
July 1, 1883, amount available	10,374 32

ROCK ISLAND RAPIDS, MISSISSIPPI RIVER.

(Page 233.)

First appropriation in 1852. Work resumed in 1866. These rapids formed a succession of chains of rock extending entirely across the river and obstructing navigation for about 17 miles, with less than one foot depth in many places. There is now a channel of at least 200 feet in width and 4 feet in depth at low water. The entire commerce of the Upper Mississippi is im mensely benefited by this improvement.

July 1, 1882, amount available	$4,990 83
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	2,836 64
July 1, 1883, amount available	2,154 19

HARBOR AT ROCK ISLAND, ILLINOIS.

(Page 233.)

The appropriation of 1881 has been applied to dredging along the city front, which has been made easily accessible to steamers. More than one-half of the appropriation is unexpended and held in reserve for future emergencies.

Rock Island is an important manufacturing town of about 10,000 inhabitants.

July 1, 1882, amount available	$6,669 62
July 1, 1883, amount available	6,669 62

MISSISSIPPI RIVER AT ANDALUSIA, ILLINOIS.

(Page 233.)

This is a town of 500 inhabitants, and of very little commercial importance. The object of the improvement was to make it accessible to steamboats at low stage. But little benefit has resulted from the expenditure of the small appropriation of 1881.

July 1, 1882, amount available	$575 79
July 1, 1883, amount expended during fiscal year	575 79

HARBOR AT MUSCATINE, IOWA.

(Page 233.)

In 1879, before improvement, the entire city front was nearly inaccessible to steamboats at low stages from deposits of mud and sand. These have been removed and a current created which has so far prevented further accretions; the average depth has been increased from 2 to 5½ feet.

This is an important manufacturing city and a large shipping point. The improvement has resulted in great benefit to its trade and commerce.

July 1, 1882, amount available	$420 26
Amount appropriated by act passed August 2, 1882	2,500 00
July 1, 1883, amount available	2,920 26

RUSH CHUTE AND HARBOR OF BURLINGTON, IOWA.

(Page 234.)

First appropriation, 1875. The result of this improvement has been to increase the depth at the head of Rush Chute, and through it from about 30 inches to 6 feet at low water, and at the foot of the chute from 30 inches to 4 feet.

But a small expenditure has been made at the harbor of Burlington. It has been for dredging at the steamboat landings, which were obstructed by deposits of mud and sand.

Rush Chute is the main channel of the river, and the entire commerce of the Upper Mississippi has been benefited by its improvement.

HARBOR AT FORT MADISON, IOWA.

(Page 234.)

First appropriation, 1876. The projected improvement has not been fully carried out for want of funds. Before improvement the channel along the shore was 3 feet deep at low water and 50 feet wide. It is now 4 feet deep and from 150 to 300 feet wide.

This is an important manufacturing and shipping point of about 5,000 inhabitants.

July 1, 1882, amount available	$2,274 25
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	2,274 25

ROCK RIVER RAPIDS AND DES MOINES RAPIDS IN THE MISSISSIPPI RIVER.

(Page 234.)

Appropriation of $100,000 made in 1852. This was applied to removing rocks and bowlders from the Des Moines Rapids, and afforded partial relief to navigation. Further appropriation made in 1856.

DES MOINES RAPIDS CANAL.

(Page 234.)

The construction of the canal was begun in 1867. The Des Moines Rapids, 11 miles in length, consists of a succession of chains of rock which practically interrupted navigation for several months in the year, necessitating expensive transfers or an entire abandonment of traffic.

There is now a canal around 8 miles of the rapids and an excavated channel through the rocky chains for the remaining 3 miles. Before improvement less than 1 foot was found at several points at low water. There is now a slackwater navigation affording 5 feet at low water, and a channel of the same depth and 200 feet wide over the remaining 3 miles.

This improvement is of the greatest importance to the entire commerce of the Upper Mississippi.

July 1, 1882, amount available	$30,247 17
Amount appropriated by act passed August 2, 1882	30,000 00
	60,247 17
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	37,136 44
July 1, 1883, amount available	23,110 73

OPERATING AND CARE OF DES MOINES RAPIDS CANAL.

The standing estimate for operating and care, including ordinary repairs, is $40,000 per annum. The future expenses of the canal are provided for in the act of March 3, 1881, which authorizes the Secretary of War to draw from the Treasury from time to time such amounts as may be needed.

MISSISSIPPI RIVER AT AND ABOVE ALEXANDRIA, MISSOURI.

Page 235.)

First appropriation, 1880. This improvement has resulted in the removal of a bar just below the mouth of Des Moines River and increasing the depth from 30 inches to 6 feet at extreme low water.

This benefits the entire commerce of the Upper Mississippi.

July 1, 1882, amount available	$210 06
July 1, 1883, amount expended during fiscal year	210 06

IMPROVEMENT OF MISSISSIPPI RIVER AT QUINCY, ILLINOIS.

(Page 235.)

First appropriation, 1879. The work accomplished here is the removal of a bad bar obstructing navigation directly in front of Quincy. The depth on the bar has been increased from 3 to 6 feet, and benefits the entire commerce of the Upper Mississippi River.

July 1, 1882, amount available	$12,526 22
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	35 00
July 1, 1883, amount available	12,491 22

QUINCY BAY, MISSISSIPPI RIVER, ILLINOIS.

(Page 235.)

Selected as a favorable site for an ice or winter harbor for steamboats, &c. The depth of the bay has been increased over a very large area from an average of 2 feet to 4½ feet, but a comparatively small part of the work has been completed.

The work is of great importance to all craft seeking refuge in winter and for repairs, especially to those navigating between Saint Louis and Keokuk, and also a safe place for the storage of rafts of lumber in winter.

Amount appropriated by act passed August 2, 1882	$15,000 00
July 1, 1883, amount expended during fiscal year	14,797 89
July 1, 1883, amount available	202 11

MISSISSIPPI RIVER AT HANNIBAL, MISSOURI.

(Page 235.)

First appropriation, 1880. Before improvement there was but one available steamboat landing, almost impossible at low water. Nearly one-half mile of shore is now opened to the landing of boats, &c.

Hannibal is a very important business point, and its trade is very large.

MISSISSIPPI RIVER AT LOUISIANA, MISSOURI.

(Page 235.)

First appropriation, 1881. The improvement has been the construction of a dike which diverts the current to the Louisiana shore and prevents the threatened formation of bars in the main channel in front of the town. The projected improvement is only partially finished.

The work is of importance to the entire commerce of the Upper Mississippi.

GALENA RIVER AND HARBOR, ILLINOIS.

(Page 137.)

First appropriation, 1878. The work thus far accomplished has been dredging a cut from 80 to 100 feet wide from the mouth of the river to Galena, which has increased the channel depth from 20 inches to 6 feet. The work is only of temporary benefit. Owing to the nature of the material composing the bed of the stream, the channels made are soon greatly reduced in depth or entirely obliterated.

The trade of Galena has greatly diminished of late years, owing to railroad developments, and from the extensive cultivation of land adjoining the stream and washings from mines, the river has gradually so filled with deposits that at low or even medium stages but little water can be found in the channel.

CUIVRE RIVER, MISSOURI.

(Page 171.)

First appropriation, 1880. The navigation of the river from the mouth to "Chain of Rocks," about 16 miles, has been improved by an increase of about 4 feet in the depth. The approach to the river is still obstructed, the improvement being incomplete.

This work is of but little importance to commerce.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount expended during fiscal year	5,000 00

ICE-HARBOR AT DUBUQUE, IOWA.

(Page —.)

First appropriation, 1882. The project adopted for a winter harbor at this place will create a basin having an area of about 500,000 square feet and a depth of 6 feet at extreme low water. This will create ample accommodation for all the steamboats, barges, and rafts at present likely to use it. The work is now in progress.

Amount appropriated by act passed August 2, 1882		$20,000 00
July 1, 1883, amount expended during fiscal year	$11,051 62	
July 1, 1883, outstanding liabilities	1,107 70	
		12,159 32
July 1, 1693, amount available		7,840 68

DRY-DOCK AT DES MOINES RAPIDS CANAL.

(Page —.)

First appropriation, 1882. The project for this work provides for a dock near the middle lock of the canal, 400 feet long by 100 feet in width, with gates of 80 feet opening.

The work is now in progress and is intended for the benefit of commerce by affording facilities for the repair of boats and barges engaged in the trade of the river, as well as those belonging to the Government and in use in the prosecution of its improvement.

Amount appropriated by act passed August 2, 1882	$30,000 00
July 1, 1883, amount expended during fiscal year	5,392 95
July 1, 1883, amount available	24,607 05

FALLS OF SAINT ANTHONY, MINNESOTA.

(Page 231.)

The original object of the preservation of the Falls was to arrest the threatened destruction of the navigation of the river above. The work was commenced with the appropriation of 1870, but since 1878, owing to the construction of railroads, there has been no commerce on the river from the Falls to Saint Cloud, 77 miles above; and the expenditures here have proved to be no longer of importance to commerce.

The use of this part of the river is now confined to the running of loose logs.

July 1, 1882, amount available		$11,428 15
Amount appropriated by act passed August 2, 1882		25,000 00
		36,428 15
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$34,653 57	
July 1, 1883, outstanding liabilities	313 36	
		34,966 93
July 1, 1883, amount available		1,461 22

LOCK AND DAM ON MISSISSIPPI RIVER AT MEEKER'S ISLAND.

(Page 231.)

The object of this is to extend navigation from Saint Paul to the Falls of Saint Anthony.

The appropriation of March 3, 1873, being contingent upon the relinquishment of a grant of land for the work made in 1868 by the United States to the State of Minnesota, which the State has, so far, failed to make, the work has not been commenced.

July 1, 1882, amount available	$25,000 00
July 1, 1883, amount available	25,000 00

MISSISSIPPI RIVER ABOVE THE FALLS OF SAINT ANTHONY.

(Page 231.)

The first appropriation was made in 1874, at which time there was about 1½ feet on the worst shoals at low water. On the improved shoals there is now a least depth of 3 feet at low water.

There is now no appreciable amount of commerce between Saint Cloud and the Falls to be benefited by this improvement. Between Grand Rapids and Aitken, on the Northern Pacific Railroad, navigation has been benefited sufficiently to admit of steamboat navigation at mean low water.

In 1882 the amount of commerce between these points was: in twenty-seven trips, by two steamboats; freight carried, 2,026,000 pounds; passengers, 1,764.

July 1, 1882, amount available		$3,359 27
Amount appropriated by act passed August 2, 1882		10,000 00
		13,359 27
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities, July 1, 1882	$6,613 15	
July 1, 1883, outstanding liabilities	714 32	
		7,327 47
July 1, 1883, amount available, viz: improvement between Grand Rapids and Conradis Shoals		6,031 80

MINNESOTA RIVER, MINNESOTA AND DAKOTA.

(Page 169.)

In 1867, at the time of the first appropriation, this river was much obstructed by snags, leaning trees, bowlders, &c. A large number of these obstructions have been removed as far up the river as Yellow Medicine, so as to admit the passage of light-draught steamers. From the nature of the banks obstructions by snags and leaning trees are liable to be created anew after every flood.

But little benefit to commerce has resulted from the work done on this river, its navigation having nearly ceased since the building of the Saint Paul and Sioux City Railroad, in 1871.

July 1, 1882, amount available	$33 00
July 1, 1883, amount available	33 00

SAINT CROIX RIVER, BELOW TAYLOR'S FALLS, MINNESOTA AND WISCONSIN.

(Page 259.)

In 1878, before the work of improvement was begun, the depth at low water, upon the worst shoals, was 12 inches, and generally in the river from 1½ to 2 feet. The available depth is now from 3½ to 4 feet.

The work done, thus far, has been of the greatest benefit to the commerce of the river.

In 1881, there were on the river two steamboats for freight and passengers; thirty-five steamboats engaged in towing; freight carried, 33,823,802 pounds; passengers, 11,000; logs passed through Saint Croix Boom, value, $2,563,000; logs and lumber rafted, 185,000,000 feet.

The Mississippi River steamers from Saint Louis now ascend the Saint Croix to Stillwater.

July 1, 1882, amount available		23 57
Amount appropriated by act passed August 2, 1882		30,000 00
		30,023 57
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$16,150 80	
July 1, 1883, outstanding liabilities	1,198 10	
		17,348 90
July 1, 1883, amount available		12,674 67

CHIPPEWA RIVER, WISCONSIN.

(Page 217.)

In 1876, before improvement, the depth in the river at low water, upon the worst shoals, was 12 inches; there is now a navigable channel of from 3½ to 4 feet. The bar at the mouth of the river is open to rafts of the largest dimensions, where formerly those drawing from 12 to 16 inches found difficulty in passing. The work of improvement has been, thus far, confined to the portions of the river below the entrance to Beef Slough. It is proposed to continue the improvement to Eau Claire.

In 1881, three steamboats plied on the river. Freight carried, 1,966 tons; passengers carried, 16,989; value of logs and lumber run, $7,272,513.

July 1, 1882, amount available		$505 23
Amount appropriated by act passed August 2, 1882		35,000 00
		35,505 23
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$26,736 59	
July 1, 1883, outstanding liabilities	2,245 51	
		28,982 10
July 1, 1883, amount available		6,523 13

CHIPPEWA RIVER AT YELLOW BANKS.

(Page 217.)

First appropriation, 1882. The same benefit to commerce is expected as from the improvement of the channel of Chippewa River, of which this will form an important part by arresting the flow of sand into the channel.

The work is now in progress.

Amount appropriated by act passed August 2, 1882		$30,000 00
July 1, 1883, amount expended during fiscal year	$4,054 64	
July 1, 1883, outstanding liabilities	9,066 06	
		13,120 70
July 1, 1883, amount available		16,879 30

RED RIVER OF THE NORTH, MINNESOTA AND DAKOTA.

(Page 257.)

The improvement of the river commenced with appropriation of 1876. The result of work to date is a fair high-water channel from Abercrombie to Fargo, 76 miles, and a permanently improved channel from Fargo to 75 miles below it; and 18 miles of river improved below Grand Forks. Further improvement is in progress.

In 1882, four steamboats and twenty barges of 200 tons capacity were engaged in the carrying trade. Wheat, merchandise, and lumber carried, 56,814,000 pounds. The shipments of grain to Fargo and Moorhead by the river are stated to be thirty times greater than before improvement.

July 1, 1882, amount available		$12,137 55
Amount appropriated by act passed August 2, 1882		10,000 00
		22,137 55
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		17,633 53
July 1, 1883, amount available		4,504 02

LOCK AND DAM AT GOOSE RAPIDS, RED RIVER OF THE NORTH.

(Page 257.)

The object of this work is to overcome the current and shoals of the rapids, so as to connect the improvements already made and to be made upon the channels of the river above and below. The work has not yet been begun; $50,000 are now available for it. The estimate for completion is $150,000.

These rapids, with a fall of 12 to 14 feet, stand as a dividing wall between the two halves of this important grain-carrying stream, and the proposed improvement is an absolute necessity to its rapidly increasing commerce.

July 1, 1882, amount available		$20,000 00
Amount appropriated by act passed August 2, 1882		30,000 00
		50,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		595 24
July 1, 1883, amount available		49,404 76

RESERVOIRS AT THE SOURCES OF THE MISSISSIPPI AND ITS TRIBUTARIES.

(Page 230.)

This work has so far been limited to the headwaters of the Mississippi proper and to the commencement of a dam at Lake Winebigoshish and one at Leech Lake.

The reservoir system of the Upper Mississippi, above Saint Paul, contemplates the construction of seven reservoirs for the purpose of storing the surplus water of spring and early summer, to be released during seasons of drought and low water.

When completed they are expected to prove of benefit to the navigation of the Mississippi as far down as Lake Pepin, by increasing the flow of water when the river is at a low stage.

July 1, 1882, amount available		$140,713 05
Amount appropriated by act passed August 2, 1882		300,000 00
		440,713 05
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$114,082 76	
July 1, 1883, outstanding liabilities	14,511 62	
		128,594 38
July 1, 1883, amount available		312,118 67

TENNESSEE RIVER.

(Page 260.)

Above Chattanooga.—First appropriation, 1852, with which some channel work was done. Next appropriation, 1870. The river was originally obstructed by rock reefs, gravel bars, shoals, &c., with about 15 inches water over them. There are now from 2 to 3 feet at low water as far as Knoxville, and the work is not completed. The advantage to commerce is a straightened channel, with obstructions removed and banks riprapped where necessary.

July 1, 1882, amoun available		$37 70
Amount appropriated by act passed August 2, 1882		7,000 00
		7,037 70
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$6,690 98	
July 1, 1883, oustanding liabilities	59 67	
		6,750 65
July 1, 1883, amount available		287 05

Below Chattanooga.—The State of Alabama began the construction of a canal around Big Muscle Shoals in 1831. In 1836 the canal was opened, the work having been done with proceeds of public lands donated by Congress. The present improvement was begun with an allotment from the appropriation of 1868, at which time the canal was in a dilapidated condition, and had been for several years unused. The original condition of the river was, to Brown's Ferry (160 miles), about 3 feet water for nine months of the year; thence to Florence (Muscle Shoals obstructions), 38 miles, not navigable. From Florence to mouth of the river 10 to 20 inches over numerous shoals with navigable pools between them.

The present condition of the river is as follows: From Chattanooga to Brown's Ferry rock reefs reduced, snags and bowlders removed, projected work incomplete. From Brown's Ferry to Florence, two locks of canal at Elk River Shoals well advanced; at Muscle Shoals, seven locks and masonry aqueduct finished, remaining two locks to be finished during the present summer of 1883. Lock gates in preparation at Little Muscle Shoals. A 3-foot channel is now navigable from the shoals to Florence. From Florence to mouth of the river, the river has been cleared and a few additional inches of depth secured at Colbert Shoals and other points.

The benefit to commerce is the securing of a safe through navigation, with increased depth of water at many points. The work done is of a permanent nature, but not entirely completed.

July 1, 1882, amount available		$8,852 16
Amount appropriated by act passed August 2, 1882		250,000 00
		258,852 16
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$225,198 07	
July 1, 1883, outstanding liabilities	10,004 09	
		235,202 16
July 1, 1883, amount available		23,650 00

FRENCH BROAD RIVER, TENNESSEE.

(Page 230.)

First appropriation, 1876. Work was done upon the river by the State some forty years ago, but was not of permanent advantage. In its original condition the stream had from a few inches to 2 feet over numerous shoals at low water.

The depth has been increased at the most serious obstructions, and is now from 6 inches to 2 feet. The improvement is still incomplete.

The benefit to commerce is a channel well cleared of surface obstructions. Thirteen shoals improved. The increased depth and safe navigation has greatly increased freightage and rafting. The improvements are mostly of a permanent character.

July 1, 1882, amount available		$1,464 59
Amount appropriated by act passed August 2, 1882		5,000 00
		6,464 59
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$6,436 72	
July 1, 1883, outstanding liabilities	27 87	
		6,464 59

CLINCH RIVER, TENNESSEE.

(Page 206.)

First appropriation, 1880. The stream was very shallow, with only a few inches of water at shoals, and no low-water navigation. The rock reefs have been reduced and the channel, cleared of snag, overhanging trees, &c., is now passable at a stage of water varying from 2 to 4 feet lower than before improvement. The work is of a permanent nature. Benefit to commerce is the lengthening of season of safe navigation, with increasing freightage by flat-boats principally, numerous rafts passing safely. The work is incomplete.

July 1, 1882, amount available		$5,502 00
Amount appropriated by act August 2, 1882		3,000 00
		8,502 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$7,369 24	
July 1, 1883, outstanding liabilities	597 66	
		7,966 90
July 1, 1883, amount available		535 10

HIWASSEE RIVER, TENNESSEE.

(Page 207.)

First appropriation, 1876. The work done by the State some fifty years ago gave but little permanent benefit to navigation. Before improvement, navigation was obstructed by reefs, rocky projecting points, and gravel bars, &c., with only 6 to 8 inches at low water. There is now a cleared channel of 22 to 36 inches at low water. The benefit to commerce is the securing safe navigation with increased depth, which has much increased the freightage of cotton and cereals. The improvement made is practically permanent.

July 1, 1882, amount available		$31 98
Amount appropriated by act passed August 2, 1882		1,500 00
		1,531 98
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$1,382 71	
July 1, 1883, outstanding liabilities	17 74	
		1,400 45
July 1, 1883, amount available		131 53

DUCK RIVER, TENNESSEE.

(Page 207.)

First appropriation, 1880. Before improvement there was only about 1 foot water over numerous gravel bars, both snags, bowlders, and overhanging trees, greatly obstructing the channel. The improvement, which is essentially completed, is a navigable channel of about 2 feet from Centreville to the mouth of the river, 67 miles. Raftsmen report the new channel a success, their business being very materially increased and accidents reduced.

July 1, 1882, amount available		$1,776 25
Amount appropriated by act passed August 2, 1882		3,000 00
		4,776 25
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$4,543 08	
July 1, 1883, outstanding liabilities	113 55	
		4,656 63
July 1, 1883, amount available		119 62

CUMBERLAND RIVER.

(Page 227.)

a. Below Nashville.—The greater part of the appropriations made between 1832 and 1839 was expended below Nashville in the construction of wing-dams, dikes, and jetties at nine different points, and in the removal of snags, rocks, and overhanging trees. Some dams were also built by the State of Kentucky. Work was resumed with the appropriation of 1871. Before improvement there was an average depth at shoals of about 14 inches at low water. The work done has

resulted in a lengthened season of safe navigation for steamers drawing from 3½ to 4 feet, making more trips with less difficulty and in less time than before improvement, and making it practicable to run light-draught boats during the low-water season.

b. Above Nashville.—Part of the appropriations made between 1832 and 1839 was expended in removing rocks, logs, snags, &c., from the bed of the river, and cutting trees standing on its banks and overhanging its channels.

The work of improvement was resumed with the appropriation of 1876, and has resulted in a cleared channel, having an increased depth of from 6 to 8 inches at the principal obstructions, by which the season of navigation is lengthened. Larger boats are now making regular trips to Point Burnside than were used before the improvement. The work is not completed.

c. At Smith's Shoals, Kentucky, four rapids formed a positive barrier to up-stream and a serious obstruction to down-stream navigation. The channel has been narrowed and deepened by means of wing-dams and a rock excavation, facilitating the safe passage of rafts and coal-boats. The improvement is practically complete and permanent.

The channel between Smith's Shoals and the falls of the Cumberland has been benefited by the removal of some immense bowlders and many snags, thus assisting the safe passage of boats, &c., running out of the Rock Castle and Laurel rivers.

d. Above the mouth of Jellico River.—The channel has been improved by removing snags, bowlders, &c.; but this was limited to the sections of the river between mill-dams (nine in number), which formed the principal obstructions.

Cumberland River.

a. Below Nashville:

Amount appropriated by act passed August 2, 1882		$15,000 00
July 1, 1883, amount expended during fiscal year	$9,545 99	
July 1, 1883, outstanding liabilities	185 75	
		9,731 74
July 1, 1883, amount available		5,268 26

b. Above Nashville:

July 1, 1882, amount available		$3,392 23
Amount appropriated by act passed August 2, 1882		30,000 00
		33,392 23
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$27,806 67	
July 1, 1883, outstanding liabilities	3,197 33	
		31,004 00
July 1, 1883, amount available		2,388 23

c. Smith's Shoals (8 miles long):

July 1, 1882, amount available		$254 63
Amount appropriated by act passed August 2, 1882		15,000 00
		15,254 63
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$14,475 83	
July 1, 1883, outstanding liabilities	7 30	
		14,483 13
July 1, 1883, amount available		771 50

d. Above the mouth of Jellico (110 miles):

July 1, 1882, amount available		$1,063 89
Amount appropriated by act passed August 2, 1882		5,000 00
		6,063 89
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$216 67	
July 1, 1883, outstanding liabilities	119 66	
		336 33
July 1, 1883, amount available		5,727 56

CANEY FORK RIVER, TENNESSEE.

(Page 206.)

First appropriation, 1880. Before improvement there was about 3 feet 5 inches at the numerous shoals at a 3-foot stage of water, and many snags, gravel bars, and overhanging trees. There is now an additional depth of about 7 inches, and snags, loose rock, and overhanging trees have been removed. The work is not completed. The benefit to commerce is a safe channel from Sligo, the head of navigation, to the mouth of the river; with increased freight steamboats of 250 tons can now reach Sligo at a 3-foot stage.

Amount appropriated by act passed August 2, 1882	$4,000 00
July 1, 1883, outstanding liabilities	966 07
July 1 1883 amount available	3.033 93

OBEY'S RIVER, TENNESSEE.

(Page 207.)

First appropriation, 1880. The channel was obstructed by gravel reefs, loose rock, snags, logs, and overhanging trees, with about 3 feet 6 inches water on shoals at a 3-foot stage. It has been cleared and the gravel bars and reefs have been reduced with a gain of about 6 inches of depth at the principal shoals, which now makes a safe channel for rafts and flat-boats and gives satisfaction to raftsmen.

Amount appropriated by act passed August 2, 1882		$5,000 00
July 1, 1883, amount expended during fiscal year	$4 20	
July 1, 1883, outstanding liabilities	1,338 45	
		1,342 65
July 1, 1883, amount available		3,657 35

RED RIVER, TENNESSE E.

(Page 207.)

First appropriation, 1881. From the mouth to Port Royal, about 38 miles, the river was obstructed by gravel reefs, snags, and overhanging trees, and by two turnpike and one railroad bridge. The depth of water was about 10 inches at the shoals. By the work done there has been a gain of 4 inches of water and the channel has been cleared of surface obstructions. This secures a safe passage to rafts and flat-boats, but the improvement does not appear to have been utilized

July 1, 1882, amount available	$43 57
July 1, 1883, amount available	43 57

COOSA RIVER, GEORGIA AND ALABAMA.

(Page 226.)

In 1823 action was taken by the State of Alabama to improve the navigation of the Coosa, and the act of Congress of May 23, 1828, appropriated certain surplus of grants of land for the same object. Not much work was done, if any, under either. The present improvement was begun with the appropriation of 1876, at which time the river was navigable for boats drawing 2½ feet, from Rome, Ga., to Greenport, Ala., 164 miles, excepting at very low water, when there was but 14 to 18 inches at several shoals. At Greenport five formidable reefs, and also at other points, obstructed navigation. By the improvement, as far as it has progressed, reefs have been reduced, bars, &c., removed, and the channel widened where required; a new, straight, wider and deeper channel made through the Greenport Reefs. Work on the Upper Coosa has resulted in a gain of about 8 inches of water. Two masonry locks are finished, and the stone for the third quarried and cut at the canal projected around the Ten Island Shoal obstruction.

The benefit to commerce is a safe, navigable channel from Rome to Greenport throughout the year for boats drawing 2½ feet at extreme low water. Good progress toward opening the canal and an improved channel to the Alabama coal-fields.

July 1, 1882, amount available		$17,857 21
Amount appropriated by act passed August 2, 1882		83,700 00
		101,557 21
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$49,698 44	
July 1, 1883, outstanding liabilities	3,841 77	
		53,540 21
July 1, 1883, amount available		48,017 00

OOSTENAULA RIVER, GEORGIA.

(Page 134.)

First appropriation, 1874. The channel was greatly obstructed by gravel bars, ledges, loose rock, trees, &c., with a varying depth at low water of 15 inches to 3 feet. The channel obstructions have been removed, and wing-dams built to contract and deepen the channel, resulting in a safe navigable channel of 3 feet depth, for nine months in the year, below Calhoun, Ga. There appears to be no commercial necessity for any further expenditure.

COOSAWATTEE RIVER GEORGIA.

(Page 134.)

First appropriation, 1875. Before the improvement there were surface obstructions and numerous shoals, with the water varying from a few inches to 3 feet during the low-water season. A good channel has been secured having 2 feet of water during nine months of the year. The work contemplated has been completed, and there appears to be no commercial necessity for any further expenditure.

July 1, 1882, amount available	$141 86
Amount appropriated by act passed August 2, 1882	1,000 00
July 1, 1883, amount available	1,141 86

ETOWAH RIVER, GEORGIA.

(Page 133.)

But one appropriation has been made for this stream, that of August 14, 1876. No work has been done except that pertaining to a survey. Nothing can be done without recourse to locks and dams at a cost of over $2,000,000, without any corresponding advantages. Congress, by act of August 2, 1882, transferred $8,700 of the unexpended funds to the Coosa River improvement.

OCMULGEE RIVER, GEORGIA.

(Page 133.)

This stream with the Oconee forms the Altamaha, and the three were formerly the only avenues of commerce for Central Georgia, and now furnish a natural outlet for the lumber, cotton, and other products of that region. Many years ago the State made several appropriations for its improvement, amounting to at least $60,000. An examination of the river was authorized by Congress in 1852. The present improvement was begun with the appropriation of 1876, at which time the river was so filled, at points, with snags and sunken logs as to appear as immense rafts, with numerous sand-bars, surface obstructions, &c., and a varying depth of 22 inches to 4 feet at low water. The snags have been removed, the river cleared, and several abrupt bends straightened. Work is still in progress and has thus far resulted in a clear channel, with not less than 3½ feet at low water between Hawkinsville and the mouth of the river, by which the navigation by steamboats and rafts has been much benefited. The nature of the work is such that a small force will be required from time to time to remove obstructions that may develop in the future.

July 1, 1882, amount available		$200 51
Amount appropriated by act passed August 2, 1882		5,000 00
		5,200 51
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$4,037 84	
July 1, 1883, outstanding liabilities	3 48	
		4,041 32
July 1, 1883, amount available		1,159 19

OCONEE RIVER, GEORGIA.

(Page 134.)

The State of Georgia appropriated during the first quarter of this century over $35,000 for this river. The present improvement was begun with the appropriation of 1878. The river was obstructed by abrupt bends, snags, &c., and rocky ledges and reefs, with from 18 inches to 2½ feet at low water at the shoalest places.

There is now an improved channel from Dublin to the mouth of the river, with an increased depth of water of nearly 3 feet at low water. The work is not completed. An annual expenditure will be necessary to keep the channel clear, on account of the river changing its bed at many points.

July 1, 1882, amount available		$37 85
Amount appropriated by act passed August 2, 1882		5,000 00
		5,037 85
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$2,088 31	
July 1, 1883, outstanding liabilities	720 73	
		2,809 04
July 1, 1883, amount available		2,228 81

LITTLE TENNESSEE RIVER, TENNESSEE.

(Page —.)

The first appropriation, 1882. The obstructions are snags, bowlders, reefs, &c. The plan adopted is to remove these obstructions and obtain a channel 40 feet wide and 2 feet deep from the mouth to Tellico River, a distance of 13 miles. The work was begun in March, 1883.

Amount appropriated by act passed August 2, 1882		$5,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$1,712 95	
July 1, 1883, outstanding liabilities	487 59	
		2,200 54
July 1, 1883, amount available		2,799 46

SOUTH FORK, CUMBERLAND RIVER, KENTUCKY.

(Page —.)

First appropriation, 1882. The river is obstructed by reefs, loose rock, gravel bars, &c. Work was begun in March, 1883, having in view an improved channel affording safe navigation when the stream is not less than 3 feet above low water.

Amount appropriated by act passed August 2, 1882		$3,000 00
July 1, 1883, amount expended during fiscal year	$1,636 32	
July 1, 1883, outstanding liabilities	60 00	
		1,696 32
July 1, 1883, amounts available		1,303 68

OHIO RIVER.

(Page 225.)

The navigation of the Ohio has been greatly improved; but there being no fixed low-water line, its navigable capacity, before and after improvement, cannot be stated.

The depths in the river being dependent upon rainfall, there will always be, in years of little rain, little or no navigation, as in 1881, for instance, no matter how thoroughly the river may have been improved.

IMPROVEMENT OF THE FALLS OF THE OHIO RIVER.

(Page 254.)

Previous to February 26, 1872, when the improvement of the Falls of the Ohio River first became of any practical benefit to commerce, the natural channel-way at this point was by means of three chutes over the falls. The main chute (Indiana Chute) was navigable for descending boats from three to five months, and for ascending boats about one or one and one-half months in the year.

A canal, built by private parties, around the falls on the Kentucky side, called the Louisville and Portland Canal, which was open to commerce in 1830, permitted the passage of vessels not exceeding 185 feet in length, and 50 feet in breadth, and was therefore only available for the smaller class of vessels which were then navigating the rivers of the Mississippi Basin.

The project for this improvement was adopted in 1868, and its object was to deepen, widen, and enlarge the Louisville and Portland Canal, to complete the new locks and branch leading to them (which work had been begun in 1860 by the Louisville and Portland Canal Company, and stopped for want of funds in 1866). Since then the project has been extended, by the action of Congress, so as to include the improvement of the Indiana Chute.

Ever since February 26, 1872, the improvements made here have permitted the passage of boats through the canal, not exceeding 335 feet in length and 80 feet in width.

During the year ending June 30, 1882, $34,118.60 have been expended upon Indiana Chute. The advantage in this has been to bring the natural main navigable channel over the falls into a better condition. All the work done in this direction will relieve the artificial channel, or Louisville and Portland Canal, in periods when commerce is crowded at that point.

During the fiscal year ending June 30, 1882, the falls were navigable for ascending and descending boats one hundred and fifteen days, and for descending boats only, one hundred and twenty-seven days; 2,543 vessels, with a registered under-tonnage of 758,871 tons, passed over them. These carried, in addition to general merchandise, 18,545,000 bushels of coal and 18,600 tons of iron ore.

July 1, 1882, amount available		$158,575 44
Amount appropriated by act passed August 2, 1882		350,000 00
		508,575 44
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882,	$362,913 69	
July 1, 1883, outstanding liabilities	34,448 38	
		397,362 07
July 1, 1883, amount available		111,213 37

OPERATING AND MAINTAINING THE LOUISVILLE AND PORTLAND CANAL.

(Page 254.)

The fiscal year ending June 30, 1882, was remarkable for the number and duration of the high stages of the river. The average annual period during which the canal was required by the commerce of the Ohio River during the previous seven years was about three hundred and twenty days. During that year it was required only two hundred and fifty days, and was closed one hundred and fifteen days on account of high water only.

Three thousand nine hundred and sixty-four vessels passed through the canal, whose registered under-tonnage amounted to 904,343 tons. In addition to the general merchandise which they transported, 11,348,000 bushels of coal, 25,800 tons of iron ore, and 58,850 barrels of salt were carried by them.

The act of March 3, 1881, authorizes the Secretary of War to draw his requisition on the Secretary of the Treasury, from time to time, for the purpose of operating and keeping the canal in repair.

The total expenditures for the year ending June 30, 1883, were $61,333.14, of which sum, $4,000.91 was for repairing damages caused by the great flood of February, 1883, and $2,692.18 was for permanent improvements.

ALLEGHENY RIVER, PENNSYLVANIA.

(Page 200.)

The result of the work of improvement, begun in 1879, has been to make navigation much safer and to deepen the low-water channel about 1 foot between Pittsburgh and Red Bank Creek, as well as on many ripples above that point.

July 1, 1882, amount available	$1,899 28
Amount appropriated by act passed August 2, 1882	15,000 00
	16,899 28
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	16,082 59
July 1, 1883, amount available	816 69

MONONGAHELA RIVER, PENNSYLVANIA AND WEST VIRGINIA.

(Page 253.)

In 1872, before improvement, the depth at low water did not exceed 6 inches. The works now in progress are designed to afford a 6-foot navigation from Dunkard Creek, Pennsylvania, to Morgantown, West Virginia.

July 1, 1882, amount available		$37,968 97
Amount appropriated by act passed August 2, 1882		25,000 00
		62,968 97
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$34,679 22	
July 1, 1883, outstanding liabilities	4,990 40	
		39,669 62
July 1, 1883, amount available		23,299 35

ICE-HARBOR AT MOUTH OF MUSKINGUM.

(Page 197.)

Work begun in 1880 and in progress, designed to admit the largest Ohio River tow-boats, with their tows, into the lowest pool of the Muskingum River for shelter at all stages.

July 1, 1882, amount available		$7,254 62
Amount appropriated by act passed August 2, 1882		40,000 00
		47,254 62
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$38,653 97	
July 1, 1883, outstanding liabilities	683 69	
		39,337 66
July 1, 1883, amount available		7,916 96

HARBOR OF REFUGE, NEAR CINCINNATI.

(Page 194.)

Begun in 1879. The two dikes built have been of benefit to the commerce of Cincinnati by successfully holding back ice-flows coming from above, besides having deepened the water on Four Mile Bar.

Amount appropriated by act passed August 2, 1882	$16,000 00
July 1, 1883, amount available	16,000 00

KENTUCKY RIVER, KENTUCKY.

(Page 139.)

First appropriation, 1879, at which time there was no regular and permanent navigation, the five old locks and dams on the lower portions of the river, built and owned by the State of Kentucky, having become by disasters and neglect practically useless, and above them too little water in low stages with ripples and bars of rock and gravel in the channel.

The four lower locks have been rebuilt and opened to navigation, and the reconstruction of the fifth, and the construction of a new lock and dam have been commenced.

The navigation afforded by the work thus far accomplished has been active, and a depth of 6 feet maintained on about 82 miles of river.

This improvement is principally in the interest of the products of the forest, and of the coal and iron tributary to the river.

July 1, 1882, amount available		$1 24
Amount appropriated by act passed August 2, 1882		225,000 00
		225,001 24
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$116,191 51	
July 1, 1883, outstanding liabilities	1,037 70	
		117,229 21
July 1, 1883, amount available		107,772 03

TRADEWATER RIVER, KENTUCKY.

(Page 140.)

First appropriation, 1881. Snags, overhanging trees, and other obstructions have been removed from the river as far as funds would admit, and a channel excavated through a rock bar at the mouth of the stream, which has already proved of benefit to navigation.

Before improvement 28,000 tons were annually shipped from this region, including about 8,000 tons of coal.

July 1, 1882, amount available	$2 92
Amount appropriated by act passed August 2, 1882	3,500 00
July 1, 1883, amount available	3,502 92

BIG SANDY RIVER, WEST VIRGINIA AND KENTUCKY.

(Page 139.)

First appropriation, 1878. Before improvement the natural channels were narrow and crooked with but 3 inches of water over shoals and ripples at low stages. There are now 18 inches over them at extreme low water, and from 20 to 24 inches at average low-water stages, with the work of improvement incomplete.

In the river and harbor act of 1880, provision was made for the construction of a lock and dam at Louisa, which has been begun. This will form a pool extending some distance up the Tug and Louisa forks for the security of timber rafts and coal, coming down the forks until it can be run to the Ohio River.

In 1882, the annual value of the trade on the river was reported to be $2,854,366 and increasing.

July 1, 1882, amount available		$89,204 12
Amount appropriated by act passed August 2, 1882		25,000 00
		114,204 12
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities, July 1, 1882	$12,538 90	
July 1, 1883, outstanding liabilities	100 50	
		12,639 40
July 1, 1883, amount available		101,564 72

GUYANDOTTE RIVER, WEST VIRGINIA.

(Page 217.)

First appropriation, 1878. Before improvement the river was obstructed with snags, rocks, and bars, and with relics of locks and dams built some twenty-five years ago for the benefit of navigation, under a charter from the State of Virginia.

The total length of river now more or less improved, is 119 miles. The object of the improvement is a raft navigation, with chutes 30 feet wide and eighteen inches deep for boats.

More rafts were run out of the river this spring than ever before.

Value of the trade of the river in 1882, $975,250.

July 1, 1882, amount available		$846 36
Amount appropriated by act passed August 2, 1882		2,000 00
		2,846 36
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		1,427 48
July 1, 1883, amount available		1,418 88

LITTLE KANAWHA RIVER, WEST VIRGINIA.

(Page 217.)

First appropriation, 1876. The Little Kanawha Navigation Company completed in 1874 the building of four locks and dams, making a slack-water navigation of 4 feet for 43 miles above Parkersburg.

The work done by the United States has been the removal of rock and other obstructions from the head of slack-water navigation up to Bulltown, a distance of 87 miles, and the commencement of a lock and dam which will extend slack-water navigation about 12 miles further than it exists at present.

The returns of the navigation company show a considerable increase of business since this clearing of the upper river.

July 1, 1882, amount available		$48,663 58
Amount appropriated by act passed August 2, 1882		31,000 00
		79,663 58
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$15,495 92	
July 1, 1883, outstanding liabilities	1,899 96	
		17,395 88
July 1, 1883, amount available		62,267 70

WABASH RIVER, INDIANA AND ILLINOIS.

(Page 260.)

First appropriation for improvement, 1872, previous expenditures having been for surveys. Before improvement the river was only navigable at high stages. A lock at Grand Rapids and a few improvements at other points had been made by private enterprise, but they had become almost useless. Steamers drawing 2 feet now regularly navigate the river for 70 miles below Mount Carmel, and small boats can go from Vincennes to Terre Haute at stages of water not before possible.

Three million eighty-two thousand nine hundred and seven bushels of grain, besides large quantities of lumber and general merchandise passed over the river in the season of 1882.

Wabash River.—Below Vincennes.

July 1, 1882, amount available		$444 11
Amount appropriated by act passed August 2, 1882		40,000 00
		40,444 11
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities	$21,691 04	
July 1, 1883, outstanding liabilities	659 14	
		22,350 18
July 1, 1883, amount available		18,093 93

Wabash River.—Between Vincennes and Lafayette.

July 1, 1882, amount available		$4,023 30
Amount appropriated by act passed August 2, 1882		30,000 00
		34,023 30
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$19,058 07	
July 1, 1883, outstanding liabilities	1,144 77	
		20,202 84
July 1, 1883, amount available		13,820 46

WHITE RIVER, INDIANA.

(Page 138.)

First appropriation, 1879. Before improvement the river was not navigable owing to snags and other obstructions. The work of improvement, as far as it has now progressed, has resulted in clearing the river entirely for a distance of 17 miles from its mouth, and partially so for 23 miles further. Work upon a new channel through an obstruction near the mouth of the river is in progress. No material benefit to commerce is expected from expenditures made until this channel is completed.

July 1, 1882, amount available		$8,298 67
Amount appropriated by act passed August 2, 1882		20,000 00
		28,298 67
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$20,583 29	
July 1, 1883, outstanding liabilities	1,185 19	
		21,768 48
July 1, 1883, amount available		6,530 19

HARBOR AT DULUTH, MINNESOTA.

(Page 169.)

First appropriation in 1871. There is now a depth of 16 feet in the inner harbor where formerly there were but 8 and 10 feet, and the area of anchorage ground has been largely increased and deepened to 15 feet.

The freight received and shipped by lake during 1882 amounted to 5,300,000,000 pounds.

Arrivals and departures of vessels of all kinds, 1,665.

Increase of arrivals of all kinds in 1882 over 1881, 162.

The arrivals and departures in 1873 were 740.

July 1, 1882, amount available		$393 94
Amount appropriated by act passed August 2, 1882		45,000 00
		45,393 94
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$18,468 11	
July 1, 1883, outstanding liabilities	5,599 11	
		24,067 22
July 1, 1883, amount available		21,326 72

SUPERIOR CITY ENTRANCE, AND DREDGING IN SUPERIOR BAY, WISCONSIN.

(Page 223.)

The work for this improvement, begun in 1867, has been the construction of piers at the natural entrance; shore and beach protection on Minnesota Point, and dredging the approaches to Superior City.

Before improvement the depth at entrance was 10 feet and navigation precarious; it is now 12½ feet and is about to be dredged to 15 feet; thence to the wharves at Superior City the depth is from 15 to 16 feet.

The value of the trade and commerce of Superior City for 1881 is stated to have been $1,590,000.

July 1, 1882, amount available		$4,461 58
Amount appropriated by act passed August 2, 1882		40,000 00
		44,461 58
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$14,999 81	
July 1, 1883, outstanding liabilities	6,135 77	
		21,135 58
July 1, 1883, amount available		23,326

HARBOR AT GRAND MARAIS, MINNESOTA.

(Page 169.)

This improvement, begun with the appropriation of 1879, is the creation of a harbor of refuge on the north shore of Lake Superior, between Duluth and the British Possessions, by the construction of a breakwater.

The harbor has been deepened so that vessels drawing 16 feet can now enter for shelter. The work is in progress and it is designed to enlarge the dredged area in the harbor, and by the completion of the breakwater to create additional anchorage space.

The depth of water before improvement only admitted vessels drawing 10 feet, and the harbor afforded but little shelter.

July 1, 1882, amount available		$3,577 61
Amount appropriated by act passed August 2, 1882		20,000 00
		23,577 61
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$849 08	
July 1, 1883, outstanding liabilities	2,917 24	
		3,766 32
July 1, 1883, amount available		19,811 29

ONTONAGON HARBOR, MICHIGAN.

(Page 164.)

This improvement was begun with the appropriation of 1867, at which date the deposit at the mouth of Ontonagon River extended nearly half a mile into the lake, the channel across this bar having only a depth of 6 feet. The deep water in the harbor has been connected with deep water in the lake by a channel about 125 feet wide and 11 feet deep at low water, protected by two piers 200 feet apart.

The benefit to commerce is an improved inlet for supplies and an outlet for the forest, agricultural, and mining products of the vicinity.

July 1, 1882, amount available		$565 76
Amount appropriated by act passed August 2, 1882		20,000 00
		20,565 76
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$3,592 90	
July 1, 1883, outstanding liabilities	1,040 70	
		4,633 60
July 1, 1883, amount available		15,932 16

EAGLE HARBOR, MICHIGAN.

(Page 160.)

First appropriation, 1866. The entrance to this harbor was obstructed by a rocky reef, upon which there was a depth of about 9 feet. There is now a protected channel of entrance through this reef with a width of 130 feet and a depth of 14 feet.

The benefit to commerce has been the development, up to the full requirements of navigation, of an entrance to the harbor, thereby permitting an inlet to supplies and an outlet for the mining products of the vicinity.

July 1, 1882, amount available	$3,867 53
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	65 00
July 1, 1883, amount available	3,802 53

MARQUETTE HARBOR, MICHIGAN.

(Page 162.)

In 1867, before improvement, this was a roadstead partially protected by the contiguous shorelines and giving access to wharves and ore docks along the front of the town.

There is now a commodious roadstead, protected by a breakwater 2,010 feet in length, with its end resting in water over 30 feet deep.

The benefit to commerce is the increased protection of the wharves and ore docks of the port

and the formation of a harbor of refuge accessible to and largely used by the commerce of Lake Superior.

July 1, 1882, amount available	$697 46
Amount appropriated by act passed August 2, 1882	16,000 00
	16,697 46
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	6,574 32
July 1, 1883, amount available	10,123 14

HARBOR OF REFUGE AT GRAND MARAIS, MICHIGAN.

(Page 161.)

First appropriation, 1880. Work commenced during the present fiscal year.

This harbor is about midway between Marquette and Sault Sainte Marie. It is an inclosed bay having an area of 300 acres, 240 of which have a depth of from 18 to 50 feet. The natural entrance from the lake is obstructed by a bar with a depth of only 6 feet.

The benefit to commerce will be, by the improvement of the entrance, the formation of a convenient and commodious harbor of refuge for the entire American commerce of Lake Superior, at a point where the present damage to commerce from a lack of such refuge is very great.

July 1, 1882, amount available		$27,837 86
Miscellaneous receipts		84 00
Amount appropriated by act passed August 2, 1882		40,000 00
		67,921 86
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$8,253 63	
July 1, 1883, outstanding liabilities	1,939 98	
		10,193 61
July 1, 1883, amount available		57,728 25

MANISTIQUE HARBOR, MICHIGAN.

(Page 162.)

First appropriation, 1880. The depth of the natural channel of entrance was originally 7 feet. Before improvement by the United States slab piers had been built on each side of the entrance to 10 feet water in the lake by private means. With part of the appropriations of 1880 and 1881 this depth was increased to 12 feet, but a storm having destroyed a considerable part of one of the piers, work was suspended by reason of the refusal of the company controlling the harbor to rectify their pier-lines when rebuilding their piers.

The commercial importance of this harbor is local and confined to one or two mill interests.

July 1, 1882, amount available	$3,583 11
July 1, 1883, amount available	3,583 11

MOUTH OF CEDAR RIVER, WEST SIDE OF GREEN BAY, MICHIGAN.

(Page —.)

A new work. Originally the bar at the mouth of the river had a depth of about 3 feet. By private enterprise a slab pier has been built on one side of the entrance to the harbor and a channel dredged about 150 feet wide and 8 feet deep.

No expenditure has yet been made for the improvement of this channel.

Commercial benefit local, and confined for the present to one mill interest.

Amount appropriated by act passed August 2, 1882	$15,000 00
July 1, 1883, amount expended during fiscal year	580 62
July 1, 1883, amount available	14,419 38

MENOMONEE HARBOR, MICHIGAN.

(Page 230.)

In 1871, before improvement, a bar extended into Green Bay, over which the depth of water was about 6 feet.

The deep water in the harbor is now connected with the deep water of the bay by a channel 300 feet wide, not less than 10 feet deep, and including therein a channel 100 feet wide and 14 feet deep. The channel is protected by two parallel piers 400 feet apart.

The benefit to commerce is, that this entrance admits the heaviest draught of lumber vessels for the exportation of the very large forest products and the development of a water transportation for the general merchandise of the vicinity.

July 1, 1882, amount available	$1 86
Amount appropriated by act passed August 2, 1882	15,000 00
	15,001 86
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	603 35
July 1, 1883, amount available	14,398 51

OCONTO HARBOR, WISCONSIN.

(Page 221.)

A new work recently begun with the combined appropriations of 1881 and 1882. By corporate work an artificial connection has been made between Oconto River and Green Bay, but a bar exists at the entrance of the river from the bay with not more than 3½ feet water.

The benefit to commerce that will result from the improvement projected will be the formation of a channel of 8 feet from the deep water of the bay to that of the river, facilitating the shipment of the products of the forest, and the receipt of general merchandise.

July 1, 1882, amount available		$10,000 00
Amount appropriated by act passed August 2, 1882		15,000 00
		25,000 00
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$7,541 10	
July 1, 1883, outstanding liabilities	832 11	
		8,373 21
July 1, 1883, amount available		16,626 79

PENSAUKEE HARBOR, WISCONSIN.

(Page —.)

A new work. No expenditure of the appropriation of 1882 has yet been made for purposes of construction.

The improvement proposed is the extension of a slab pier already built by private enterprise and the deepening of the present dredged channel of 7 feet to 10 feet, from the bay to the harbor, which will increase the facilities for shipping the products of the forest and the receipt of supplies.

The advantages will largely accrue to a single mill interest.

Amount appropriated by act passed August 2, 1882	$10,000 00
July 1, 1883, amount expended during fiscal year	685 15
July 1, 1883, amount available	9,314 85

GREEN BAY HARBOR, WISCONSIN.

(Page 219.)

First appropriation, 1866. Between the mouth of Fox River and deep water in Green Bay there formerly existed a very circuitous channel of about 4 miles, carrying about 10 feet of water. There is now a nearly straight channel about 2 miles long, 200 feet wide, and 13 feet deep for about half of its width, permitting the entrance of ordinary-sized vessels into the inner harbor, and the exportation of large quantities of agricultural and forest products, and the importation of considerable general merchandise.

This improvement is also the connecting link between the Fox or Wisconsin rivers and the Lakes which form one of the subdivisions of transportation routes between the Mississippi River and the seaboard.

Amount appropriated by act passed August 2, 1882		$20,000 00
July 1, 1883, amount expended during fiscal year	$7,091 82	
July 1, 1883, outstanding liabilities	739 91	
		7,831 73
July 1, 1883, amount available		12,168 27

HARBOR OF REFUGE AT THE ENTRANCE TO STURGEON BAY CANAL, WISCONSIN.

(Page 223.)

This is a construction to cover and protect the entrance to the canal from Lake Michigan. The first appropriation was made in 1873. The deep water in the canal has been connected with that in the lake by a channel about 75 feet wide, having a depth of 14 feet at low water and protected by converging piers.

The work of construction is nearly completed.

The canal shortens the distance between Lake Michigan and Green Bay about 100 miles, and benefits a large part of the commerce of Green Bay.

July 1, 1882, amount available		$22 47
Amount appropriated by act passed August 2, 1882		20,000 00
		20,022 47
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$9,029 12	
July 1, 1883, outstanding liabilities	2,634 75	
		11,663 87
July 1, 1883, amount available		8,358 60

AHNEPEE HARBOR, WISCONSIN.

(Page 217.)

This improvement was begun with the appropriation of 1871. The entrance to the river was from 4 to 8 feet deep. The deep water in the lake is now connected with the river mouth by a

channel about 50 feet wide and 9 feet deep at low water, protected by two piers. Between the mouth of the river and the deep water above, a channel 100 feet wide has been nearly completed through the rocky bed of the river to a depth of about 10 feet at low water.

The benefit to commerce has been to admit the entrance of vessels to the inner harbor, furnishing an inlet for supplies, and an outlet for the forest and agricultural produce of the vicinity.

July 1, 1882, amount available	$5,271 75
Amount appropriated by act passed August 2, 1882	12,000 00
	17,271 75
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	17,145 98
July 1, 1883, amount available	125 77

KEWAUNEE HARBOR, WISCONSIN.

(Page 220.)

Work for the improvement of this harbor was commenced in 1881. In front of the natural mouth of the river there is a bowlder bar, extending 2,000 feet into the lake, with only 1½ feetwater.

The work so far has been confined to the construction of 625 linear feet of pier.

The benefit to commerce will be the improvement of a channel connecting deep water of the inner harbor with the deep water of the lake.

July 1, 1882, amount available		$2,870 27
Miscellaneous receipts		14 00
Amount appropriated by act passed August 2, 1882		12,000 00
		14,884 27
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$5,724 75	
July 1, 1883, outstanding liabilities	178 32	
		5,903 07
July 1, 1883, amount available		8,981 20

TWO RIVERS HARBOR, WISCONSIN.

(Page 223.)

Operations begun with the appropriation of 1871, at which time the bar off the mouth of the river had a depth of about 4 feet. The deep water in the harbor is now connected with the deep water in the lake by a channel 100 feet wide, with over 8 feet depth of water, and including an 11-foot channel 50 feet wide. The channel is protected by two parallel piers.

The benefit to commerce has been furnishing an inlet for considerable manufactured lumber and an outlet for the manufactures and agricultural products of the vicinity.

July 1, 1882, amount available	$17 36
Amount appropriated by act passed August 2, 1882	15,000 00
	15,017 36
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	10,025 80
July 1, 1883, amount available	4,991 56

MANITOWOC HARBOR, WISCONSIN.

(Page 220.)

A small appropriation was made for this harbor in 1852. In 1866 work was resumed, at which time the bar at the mouth of the river had a depth of about 4 feet. The deep water in the inner harbor is now connected with the deep water in the lake by a channel about 150 feet wide and 14 feet deep, protected by two parallel crib-piers. The improvement admits the entrance of the heaviest draught of lake vessels. A benefit to the general commerce has also resulted from the harbor of refuge which is afforded at this point.

July 1, 1882, amount available		$30 33
Amount appropriated by act passed August 2, 1882		10,000 00
		10,030 33
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$7,473 03	
July 1, 1883, outstanding liabilities	49 15	
		7,522 18
July 1, 1883, amount available		2,508 15

SHEBOYGAN HARBOR, WISCONSIN.

(Page 222.)

An appropriation was made in 1852 for this harbor, and an allotment of $10,000 in 1864. In the interval between the first appropriation and 1866 the authorities of Sheboygan built crib-piers extending to about 10 feet water in the lake. The work since executed has been an extension of the Sheboygan work. In its natural condition there was a bar directly in front of the river mouth, with but about 4 feet water. The deep water in the harbor is now connected with that in the lake

by a channel about 150 feet wide and 10 feet deep at low water, furnishing an inlet for a large amount of general merchandise, and an outlet for the manufactures and agricultural products of the vicinity.

Amount appropriated by act passed August 2, 1882		$30,000 00
July 1, 1883, amount expended during fiscal year	$10,951 76	
July 1, 1883, outstanding liabilities	4,416 63	
		15,368 39
July 1, 1883, amount available		14,631 61

PORT WASHINGTON HARBOR (OZAUKEE), WISCONSIN.

(Page 221.)

First appropriation, 1870. In its natural condition the river was about 50 feet wide at its mouth, with a depth of about 2 feet, and less than 1 foot a short distance above the mouth. The improvement has been the construction of two interior artificial basins with an area of about 5¾ acres, having a depth of 8 to 12 feet. The deep water in the lake is connected with these basins by a 10-foot channel about 75 feet wide, protected by two parallel crib piers.

The benefit to commerce has been the creation of an artificial harbor and entrance from the lake, furnishing an inlet to general merchandise and an outlet to the manufactures and agricultural products of the vicinity.

Miscellaneous receipts		$20 00
Amount appropriated by act passed August 2, 1882		17,000 00
		17,020 00
July 1, 1883, amount expended during fiscal year	$14,467 37	
July 1, 1883, outstanding liabilities	2,469 68	
		16,937 05
July 1, 1883, amount available		82 95

HARBOR OF REFUGE, MILWAUKEE BAY, WISCONSIN.

(Page 221.)

This work, commenced in 1881, is not yet sufficiently advanced to answer the requirements of a harbor of refuge, although it now affords considerable protection from northeasterly storms.

The additional security to navigation which will be afforded by this harbor extends to the greater portion of the commerce of the great lakes, and to the entire commerce of Lake Michigan.

July 1, 1882, amount available		$42,759 90
Amount appropriated by act passed August 2, 1882		100,000 00
		142,759 90
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$49,634 17	
July 1, 1883, outstanding liabilities	2,380 88	
		52,015 05
July 1, 1883, amount available		90,744 85

MILWAUKEE HARBOR, WISCONSIN.

(Page 220.)

First appropriation for improvement, 1843, and appropriations made between the years 1843 and 1853. Expenditures by the city of Milwaukee from 1855 to 1870, $445,971.

Work resumed by the United States with the appropriation of 1864.

The original depth of water at the entrance to the harbor before improvement was at times not more than 3½ feet. There is now a channel of 100 feet in width and 18 feet in depth for the whole length of the entrance piers.

COMMERCE.

In 1882:	
Arrivals	5,596
Tonnage	2,862,673
Departures	5,624
Tonnage	2,908,593
In 1866:	
Arrivals	3,761
Departures	3,687
July 1, 1882, amount available	$5,107 95
Amount appropriated by act passed August 2, 1882	10,000 00
	15,107 95
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	979 32
July 1, 1883, amount available	14,128 63

RACINE HARBOR, WISCONSIN.

(Page 221.)

Appropriations were made for this harbor in 1844 and 1852. Work resumed with appropriation of 1864. Two hundred and twenty linear feet of crib-pier work were built by citizens of Racine in 1856–'57.

The original depth of water over the bar at the entrance to the harbor before improvement was not more than 16 to 18 inches. In June last vessels drawing 13½ feet could enter the harbor without difficulty.

COMMERCE.

In 1882:	
Arrivals	1,504
Tonnage	548,758
Departures	1,505
Tonnage	548,735

In 1867 532 arrivals and 560 departures of sailing vessels alone; 42 steamers (with freight) arrived and cleared.

July 1, 1882, amount available	$1,133 18
Amount appropriated by act passed August 2, 1882	7,000 00
	8,133 18
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	1,245 39
July 1, 1883, amount available	6,887 79

KENOSHA (SOUTHPORT) HARBOR, WISCONSIN.

(Page 219.)

First appropriation, 1844—none between 1852 and 1866, when work was resumed. Some dredging in the channel and some pier-work was done by private parties.

Before improvement the outlet was frequently obstructed by bars, but at times the discharge of the river would keep a passage open, for a few days, from 2 to 4 feet deep.

In June last vessels drawing not more than 11 feet could enter the harbor.

COMMERCE.

In 1882:	
Arrivals	192
Tonnage	27,161
Departures	188
Tonnage	26,456
In 1866:	
Arrivals	114
Departures	121

July 1, 1882, amount available	$878 93
Amount appropriated by act passed August 2, 1882	6,000 00
	6,878 93
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4,537 68
July 1, 1883, amount available	2,341 25

WAUKEGAN HARBOR, ILLINOIS.

(Page 137.)

There is as yet no available harbor at this point. The improvement was commenced with the appropriation of 1881, but has not sufficiently advanced to be of any benefit to commerce.

July 1, 1882, amount available	$12,990 53
Amount appropriated by act passed August 2, 1882	20,000 00
	32,990 53
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	24,312 32
July 1, 1883, amount available	8,678 21

IMPROVEMENT OF FOX AND WISCONSIN RIVERS.

(Page 218.)

First appropriation for improvement 1867.

Thus far the benefits to commerce from expenditures made have been local. On Fox River from Portage to Green Bay, 160 miles, and on the Wisconsin from Portage to Sauk, 29 miles, the improvements have met all the demands of local commerce, so as to give a depth of 5 feet on the Lower Fox from Lake Winnebago to Green Bay, and on the Upper Fox 3 feet to Portage City. During the past season the channel of the Wisconsin has been improved so as to give a navigable channel of 4 feet for 10 miles below Portage.

Before improvement, through navigation was impracticable on the Upper Fox at low water, and the portion of the Wisconsin, which has been improved, was in the same condition.

The anticipated benefit to commerce cannot be stated until the work is so advanced as to give a permanent through navigable channel.

Commerce.—The amount of tolls collected from September 1, 1877, to July 31, 1882, was $12,002, representing a single lockage of 2,400,426 tons passing through.

July 1, 1882, amount available		$47,354 10
Tolls received and deposited to credit of appropriation		625 00
Fuel sold to officers deposited to credit of appropriation		178 75
Amount appropriated by act passed August 2, 1882		200,000 00
		248,157 85
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		113,390 78
July 1, 1883, amount available		134,767 07

CHICAGO HARBOR, ILLINOIS.

(Page 136.)

The first appropriation, made in 1833, was expended in opening a straight outlet from the river into the lake, and commencing the pier work, since which the harbor has gradually been extended to its present proportions. The benefit to commerce cannot be justly estimated, as between the time of the first appropriation and the present, Chicago has grown from a village to a city of upwards of 600,000 inhabitants.

The improvements in progress, when completed, will afford an outer harbor for vessels seeking the port, and the breakwater a safe protection to all vessels driven to this end of the lake under stress of weather.

Number of vessels entered during the last year, 12,186; cleared, 12,340.

July 1, 1882, amount available		$41,852 55
Amount appropriated by act passed August 2, 1882		200,000 00
		241,852 55
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$130,843	
July 1, 1883, outstanding liabilities	65,357	
		196,201 15
July 1, 1883, amount available		45,651 40

HARBOR AT CALUMET, ILLINOIS.

(Page 135.)

First appropriation 1870, at which time the outlet of the river had been closed for many years by a bar visible above the lake level at certain stages. There is now a good entrance with 15 feet water in the channel and a depth of not less than 12½ feet in the harbor.

Extensive establishments are constantly locating at this point, attracted by the harbor and railroad facilities. It is destined to become the center of vast commercial industries.

Vessels entered during the last year, 537; cleared, 532.

July 1, 1882, amount available		$1,013 45
Amount appropriated by act passed August 2, 1882		35,000 00
		36,013 45
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$5,354 34	
July 1, 1883, outstanding liabilities	24,286 73	
		29,641 07
July 1, 1883, amount available		6,372 38

ILLINOIS RIVER.

(Page 137.)

The first appropriation in 1852 was applied to dredging channels through bars. The work of improvement was resumed with the appropriation of 1869—previous appropriations having been applied to surveys—and has resulted in giving a navigable depth of 4 feet over numerous bars. The natural channel was narrow and crooked, with not more than 18 inches depth in the shoalest places, and frequently obstructed by dangerous snags, the removal of which, together with the construction of several miles of dikes and jetties for the maintenance of the deepened channels, have essentially promoted the safe navigation of the river and the commercial interests of that section.

The completion of the lock foundation at Copperas Creek, and the commencement of locks at La Grange and Kampsville, are a part of the slackwater system adopted and designed to secure still larger facilities of a more permanent character.

The present improvement, when completed, will afford a through water communication from the Mississippi to Lake Michigan.

July 1, 1882, amount available		$281,319 53
Amount appropriated by act passed August 2, 1882		175,000 00
		456,319 53
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$150,685 23	
July 1, 1883, outstanding liabilities	15,120 12	
		165,805 35
July 1, 1883, amount available		290,514 18

MICHIGAN CITY, INDIANA.

(Page 137.)

Appropriations made at intervals between the years 1836 and 1852. The work ultimately went to decay for want of funds for its preservation, and was abandoned. A private company, organized in 1864, expended $100,000 in pier work and general improvement. The United States resumed work with the appropriation of 1866. The improvement since made has been such that the commerce of the port has increased fivefold. The largest class of lake vessels can now enter the harbor at all times. Receipts during 1882 are reported at not less than $4,000,000.

Outer harbor:		
July 1, 1882, amount available		$1,011 50
Amount appropriated by act passed August 2, 1882		60,000 00
		61,011 50
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$35,007 53	
July 1, 1883, outstanding liabilities	6,536 52	
		41,544 05
July 1, 1883, amount available		19,467 45
Inner harbor:		
July 1, 1882, amount available		$406 06
Amount appropriated by act passed August 2, 1882		20,000 00
		20,406 06
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$9,905 31	
July 1, 1883, outstanding liabilities	1,192 20	
		11,097 51
July 1, 1883, amount available		9,308 55

NEW BUFFALO HARBOR, MICHIGAN.

(Page 164.)

First appropriation, 1852. A Board of Engineers recommended, in 1868, the abandonment of the harbor owing to the want of local commerce and the decay of business. But the appropriation of 1866 being considered mandatory, work was resumed upon the harbor. Since 1872 expenditures have been confined to repairs. The appropriation of 1882 is held under advisement.

To comply with a resolution of the House of Representatives of February, 1882, a survey was made and estimates submitted for a harbor of refuge here.

The place is of no commercial importance, but the locality well suited for a harbor of refuge.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount available	5,000 00

CHARLEVOIX HARBOR, MICHIGAN.

(Page 159.)

First appropriation, 1876. The average width of the original channel of entrance was 75 feet, the depth varied from 2 to 6 feet. There is now a channel 90 feet wide with a central depth of 12 feet.

Vessels entered and cleared year ending June 30, 1882, 670.

The principal traffic is in products of the forest.

July 1, 1882, amount available		$89 17
Amount appropriated by act passed August 2, 1882		10,000 00
		10,089 17
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$655 90	
July 1, 1883, outstanding liabilities	4,567 87	
		5,223 77
July 1, 1883, amount available		4,865 40

FRANKFORT HARBOR, MICHIGAN.

(Page 160.)

First appropriation, 1866 (Aux Bec Scies). The original outlet, which is now closed, had a depth of 3 to 4 feet. There is now a different outlet with a channel 200 feet wide, having a central depth of 12 feet.

Vessels entered and cleared year ending June 30, 1882, 587.

July 1, 1882, amount available		$1,176 36
Amount appropriated by act passed August 2, 1882		15,000 00
		16,176 36
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$6,644 97	
July 1, 1883, outstanding liabilities	4,110 58	
		10,755 55
July 1, 1883, amount available		5,420 81

HARBOR OF REFUGE AT PORTAGE LAKE, MICHIGAN.

(Page 165.)

First appropriation, 1879. No natural channel existed before the improvement was begun. The amount expended to date has resulted in a channel 6 feet deep and about 200 feet wide. The project adopted is for a channel of 18 feet depth.

This harbor is located at about the middle of a dangerous line of coast with no adequate harbor of refuge on either side for a distance of 75 miles.

When completed it will be of great value to the general commerce of the lakes.

July 1, 1882, amount available		$315 84
Amount appropriated by act passed August 2, 1882		25,000 00
		25,315 84
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$10,846 88	
July 1, 1883, outstanding liabilities	4,355 13	
		15,202 01
July 1, 1883, amount available		10,113 83

MANISTEE HARBOR, MICHIGAN.

(Page 162.)

First appropriation, 1867. Before improvement by the United States a narrow channel of not more than 8 feet depth had been made by local enterprise. The amount expended to date has resulted in a channel 170 feet wide and from 12 to 14 feet deep.

The harbor is usually open to navigation during the whole year, the current of the river being sufficient to keep it clear of floating ice.

It is the terminus of a branch of the Flint and Pere Marquette Railroad, and is used by the largest class of steam and sail vessels. Number of vessels entered and cleared in year ending June 30, 1882, 3,427.

July 1, 1882, amount available		$3,583 46
Amount appropriated by act passed August 2, 1882		15,000 00
		18,583 46
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$3,322 32	
July 1, 1883, outstanding liabilities	950 41	
		4,272 73
July 1, 1883, amount available		14,310 73

LUDINGTON (PÉRE MARQUETTE) HARBOR, MICHIGAN.

(Page 162.)

First appropriation, 1867. Before improvement by the United States a narrow channel of about 7 feet depth had been made by private enterprise. There is now a channel 200 feet wide between the piers with a central depth of 11½ feet.

This is the terminus of the Flint and Pere Marquette Railroad, which has a daily line of steamers running from Ludington to Milwaukee.

Navigation is usually maintained throughout the year, and it is one of the largest lumber-producing centers in the Northwest.

Number of vessels entered and cleared in year ending June 30, 1882, 2,206.

July 1, 1882, amount available		$1,263 84
Amount appropriated by act passed August 2, 1882		12,000 00
		13,263 84
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$6,301 56	
July 1, 1883, outstanding liabilities	879 23	
		7,180 79
July 1, 1883, amount available		6,083 05

PENTWATER HARBOR, MICHIGAN.

(Page 164.)

First appropriation, 1867. Before improvement the channel of entrance was narrow with a depth of about 4 feet. The width of channel between the piers is now 150 feet, with an available depth of 9 feet.

Pentwater contains about 1,200 inhabitants, and is the terminus of the Chicago and West Michigan Railroad. Number of vessels entered and cleared, year ending June 30, 1882, 597.

July 1, 1882, amount available		$50 23
Amount appropriated by act passed August 2, 1882		10,000 00
		10,050 23
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		3,199 76
July 1, 1883, amount available		6,850 47

WHITE RIVER HARBOR, MICHIGAN.

(Page 168.)

First appropriation, 1869. The original channel of entrance was narrow and crooked, with a depth of about 5 feet. A new channel has been opened in a straight cut from White Lake to Lake Michigan, having now a depth of 8 feet, which will ultimately be increased to 12 feet.

The lumber trade of this port is quite large, and on three occasions during the past six years private parties have dredged the entrance to make it passable for vessels drawing 9 feet.

July 1, 1882, amount available		$105 55
Amount appropriated by act passed August 2, 1882		12,000 00
		12,105 55
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$3,906 87	
July 1, 1883, outstanding liabilities	549 52	
		4,456 39
July 1, 1883, amount available		7,649 16

MUSKEGON HARBOR, MICHIGAN.

(Page 163.)

First appropriation, 1867. The original channel had been irregularly defined by slab piers, which gave fair access, but the navigation was limited to 7 feet depth by a bar at the end of the piers. The depth of water is now from 15 to 18 feet, and the distance between the piers is being increased to 300 feet. This is an important harbor; it has the heaviest lumber-trade, and is constantly used by a large class of steam and sail vessels.

Number of vessels entered and cleared year ending June 30, 1882, 6,689.

July 1, 1882, amount available		$6,891 13
Amount appropriated by act passed August 2, 1882		25,000 00
		31,891 13
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$13,157 27	
July 1, 1883, outstanding liabilities	10,249 68	
		23,406 95
July 1, 1883, amount available		8,484 18

GRAND HAVEN HARBOR, MICHIGAN.

(Page 160.)

The natural outlet was wide, with a depth of 9 feet. A small appropriation was made in 1852 for its preservation. The present improvement was begun with the appropriation of 1866. There is now a width of way between the piers of 400 feet, with a depth of water at entrance of 18 to 23 feet.

Lines of steamers ply in connection with the railroads between this port and Chicago and Milwaukee, and transfer business is continued throughout the year.

The harbor is sought by vessels of all classes during heavy weather.

Number of vessels entered and cleared year ending June 30, 1882, 3,409.

July 1, 1882, amount available		$41,779 18
Amount appropriated by act passed August 2, 1882		40,000 00
		81,779 18
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$62,455 29	
July 1, 1883, outstanding liabilities	4,445 14	
		66,900 43
July 1, 1883, amount available		14,878 75

GRAND RIVER, BELOW GRAND RAPIDS, MICHIGAN.

(Page 161.)

First appropriation, 1881. The object of this improvement is to secure a depth of 4 feet at low water from Grand Rapids to the mouth of the river. The work so far accomplished has been the making of a narrow channel of the required depth through two shoals below Grand Rapids.

The work has proved so heavy that its cost will be far in excess of the original estimate.

The trade is carried on by a few light-draught steamers only.

July 1, 1882, amount available		$2,363 30
Amount appropriated by act passed August 2, 1882		15,000 00
		17,363 30
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$5,881 54	
July 1, 1883, outstanding liabilities	1,016 54	
		6,898 08
July 1, 1883, amount available		10,465 22

BLACK LAKE HARBOR, MICHIGAN.

(Page 158.)

First appropriation of 1852 was expended in preparations for opening a new outlet into Lake Michigan, and about the year 1860 private parties made an opening at a cost of $30,000. The improvement was continued by the United States with the appropriation of 1866 and subsequent ones; at that time the depth of water at the entrance was 5½ feet. It has now a central depth of 9 to 10 feet.

The trade of the place has become local and small.

July 1, 1882, amount available	$136 75
Amount appropriated by act passed August 2, 1882	10,000 00
	10,136 75
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	1,227 80
July 1, 1883, amount available	8,908 95

SAUGATUCK HARBOR (MOUTH OF KALAMAZOO), MICHIGAN.

(Page 167.)

The first work done by the United States was with an allotment from the appropriation of 1868; previous to which, private parties had expended $30,000 in well constructed slab piers to confine the current to a width of about 160 feet. The depth of water in 1869, about 12 feet at the entrance; the present depth is 10 feet. All the old work has been rebuilt by the United States.

The commerce of the place is local and has greatly fallen off.

July 1, 1882, amount available		$161 25
Amount appropriated by act passed August 2, 1882		8,000 00
		8,161 25
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$1,005 28	
July 1, 1883, outstanding liabilities	107 50	
		1,112 78
July 1, 1883, amount available		7,048 47

SOUTH HAVEN HARBOR, MICHIGAN.

(Page 168.)

First appropriation, 1867, previous to which the local authorities had expended from $18,000 to $20,000 in pier work; the depth of water between piers was 7½ feet and width of way 85 feet. The old piers have been entirely replaced by new work and the channel-way widened to 170 feet. The central depth between the piers is now from 10 to 13 feet.

This is now the terminusof a branch of the Michigan Central Railroad, with a line of propellers plying to Chicago.

Number of vessels entered and cleared, year ending June 30, 1882, 508.

July 1, 1882, amount available		$1,933 65
Amount appropriated by act passed August 2, 1882		10,000 00
		11,933 65
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$6,037 06	
July 1, 1883, outstanding liabilities	2,211 69	
		8,248 75
July 1, 1883, amount available		3,684 90

SAINT JOSEPH'S HARBOR AND CHANNEL LEADING TO BENTON HARBOR, MICHIGAN.

(Page 166.)

Appropriations made at intervals, for Saint Joseph, between 1836 and 1852. Work resumed in 1864 in continuation of plan originally adopted. Before improvement the river had its outlet to the southward of the present entrance, which has now a depth of 13 to 19 feet. The Benton Canal has been deepened and partly revetted.

The trade of the two ports is large and rapidly increasing. The improvements thus far made are regarded by those interested as very satisfactory.

July 1, 1882, amount available	$407 22
Amount appropriated by act passed August 2, 1882	12,000 00
	12,407 22
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	3,802 46
July 1, 1883, amount available	8,604 76

SAINT MARY'S FALLS CANAL AND SAINT MARY'S RIVER, MICHIGAN.

(Page 167.)

The canal was originally built by the State of Michigan from a land grant by the United States, and opened in 1855. It admitted the passage of boats of not more than 11 feet draught, and tolls were exacted from all except United States vessels.

By the construction of a new and larger canal, as also by the deepening of the channel through the shoals in Saint Mary's River above and below the falls, vessels drawing 16 feet, the largest on the lakes, now pass between Lake Huron and Lake Superior, and the canal is free from tolls.

July 1, 1882, amount available		$74,054 66
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$70,597 19	
July 1, 1883, outstanding liabilities	332 31	
		70,929 50
July 1, 1883, amount available		3,125 16

HAY LAKE CHANNEL OF SAINT MARY'S RIVER, MICHIGAN.

(Page —.)

A new work. First appropriation, August 2, 1882. The opening of this channel will shorten navigation 15 miles in 35, and will admit the passage of vessels drawing 16 feet, at night as well as day.

Received from sale of fuel		$39 38
Amount appropriated by act passed August 2, 1882		200,000 00
		200,039 38
July 1, 1883, amount expended during fiscal year	$10,273 38	
July 1, 1883, outstanding liabilities	3,449 03	
		13,722 41
July 1, 1883, amount available		186,316 97

CHEBOYGAN HARBOR, MICHIGAN.

(Page 159.)

In 1871, before improvement, the depth at the entrance to this harbor was 6 feet, and in the river 8 feet.

There is now, as the resulting benefit to commerce, an available depth of 12 feet in both.

July 1, 1882, amount available		$269 42
Received from sale of fuel		3 00
Amount appropriated by act passed August 2, 1882		10,000 00
		10,272 42
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$10,031 40	
July 1, 1883, outstanding liabilities	120 00	
		10,151 40
July 1, 1883, amount available		121 02

THUNDER BAY HARBOR (ALPENA), MICHIGAN.

(Page 158.)

There was originally a depth of only 7 feet over the bar at the mouth of the river, which was increased to 12 feet by private parties. At this time the depth is 10 feet. The act of August 2, 1882, appropriates $15,000 for increasing the depth to 14 feet.

Very little benefit to commerce has resulted from the small amount previously appropriated.

July 1, 1882, amount available		$109 52
Amount appropriated by act passed August 2, 1882		15,000 00
		15,109 52
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$2,844 74	
July 1, 1883, outstanding liabilities	1,597 20	
		4,441 94
July 1, 1883, amount available		10,667 58

AU SABLE HARBOR, MICHIGAN.

(Page 158.)

In 1867, before improvement, the depth of water on the bar was 4½ feet, and in the harbor 4 feet. It is now 7 feet on the bar, and 8 in the harbor.

But little benefit to commerce has resulted from the improvements at this locality, owing to the constant re-formation of the bar at the mouth of the river.

July 1, 1882, amount available		$60 95
Amount appropriated by act passed August 2, 1882		5,000 00
		5,060 95
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		160 40
July 1, 1883, amount available		4,900 55

SAGINAW RIVER, MICHIGAN.

(Page 165.)

In 1866, before improvement, there was a navigable channel of 8 feet over the bar at the mouth of the river. It is now 12 feet, with a least width of 75 feet. In the river above Bay City the improvements have allowed vessels drawing 10 feet to reach East Saginaw, where before not more than 8 feet existed. The work in progress is designed to increase the navigable capacity to 12 feet, with a corresponding benefit to commerce.

July 1, 1882, amount available		$2,517 23
Received from sale of fuel		10 50
Amount appropriated by act passed August 2, 1882		125,000 00
		127,527 73
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$4,030 35	
July 1, 1883, outstanding liabilities	7,203 19	
		11,233 54
July 1, 1883, amount available		116,294 19

SEBEWAING HARBOR, MICHIGAN.

(Page 168.)

The first appropriation for this harbor was made in 1875. The navigable capacity of the channel from Saginaw Bay to the mouth of the river has been increased from 3 feet to 6 feet in depth, to the benefit of local commerce.

The general commerce of the lakes has not been benefited by this improvement, owing to its limited extent.

HARBOR OF REFUGE, SAND BEACH, LAKE HURON, MICHIGAN.

(Page 161.)

This work was begun in 1871. There is now, where no harbor previously existed, a sheltered area, easy of access, covering 160 acres, over which there is a navigable depth of 18 feet and more, or 300 acres, with a depth of not less than 12 feet, forming a harbor of refuge to vessels during storms on a coast which, for 138 miles, had no harbor.

Five thousand seven hundred and ten vessels, aggregating 1,641,306 tons, have sought refuge here from storms since 1877.

July 1, 1882, amount available		$48,381 14
Received from sale of fuel		174 37
Amount appropriated by act passed August 2, 1882		75,000 00
		123,555 51
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$69,034 76	
July 1, 1883, outstanding liabilities	7,959 05	
		76,993 81
July 1, 1883, amount available		46,561 70

SAINT CLAIR RIVER, AT PORT HURON, MOUTH OF BLACK RIVER, MICHIGAN.

(Page 165.)

The navigable capacity of this locality was, in 1872, before improvement, only 10 feet depth; it is now 15 feet.

The benefit to the general commerce of the lakes has been a free access to the water front of Port Huron, and to allow vessels under 15-feet draught to navigate the river without crossing to the Canada shore, and the removal of a dangerous shoal in the river.

PINE RIVER, AT ITS JUNCTION WITH SAINT CLAIR RIVER, MICHIGAN.

(Page 165.)

The navigable capacity, from the entrance to the river for 4,000 feet up-stream, has been increased from 9 feet before improvement, in 1875, to 12 feet, and for the further distance of a mile from 7 to 9 feet.

The benefit to commerce has been to allow the direct shipment of large quantities of bricks made on the banks of Pine River, that had formerly to be hauled by land to the Saint Clair River for shipment.

ICE-HARBOR, BELLE RIVER, MICHIGAN.

(Page 158.)

This improvement, begun in 1880, is still unfinished and is designed as a secure harbor for vessels during winter, and from the danger of being crushed by the breaking up of the ice in the spring.

During the present winter it has already been filled with vessels laid up for the season as far as its present capacity would admit.

July 1, 1882, amount available		$180 67
Received from sale of fuel		25 13
Amount appropriated by act passed August 2, 1882		5,000 00
		5,205 80
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		5,085 04
July 1, 1883, amount available		120 76

SAINT CLAIR FLATS SHIP-CANAL.

(Page 165.)

Before the present improvement, in 1866, the depth of water in this locality was scarcely sufficient for the passage of vessels drawing 10 feet, and the channel was narrow, crooked, and difficult of navigation. There is now a straight channel 200 feet wide and 16 feet deep, or 300 feet wide and 13 feet deep, with a saving of distance of more than a mile over the route.

The whole commerce of the lakes has been benefited by this important cut-off in the great thoroughfare from Lake Erie to Lake Huron.

July 1, 1882, amount available		$1,173 38
Amount allotted for operating and care		5,000 00
		6,173 38
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$5,110 37	
July 1, 1883, outstanding liabilities	558 50	
		5,668 87
July 1, 1883, amount available		504 51

CLINTON RIVER, MICHIGAN.

(Page 159.)

First appropriation, August 30, 1852, but the present improvement dates from 1870, owing to the deterioration of the work left unfinished for want of appropriation between those dates.

There is now a good channel of 8 feet across the bar at the mouth of the river, where before improvement it was but 2½ feet.

The benefits to commerce from the improvement are local and unimportant.

July 1, 1882, amount available		$502 84
Received from sale of fuel		39 38
Amount appropriated by act passed August 2, 1882		6,000 00
		6,542 22
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$5,969 93	
July 1, 1883, outstanding liabilities	150 00	
		6,119 93
July 1, 1883, amount available		422 29

DETROIT RIVER AT LIME-KILN CROSSING, MICHIGAN.

(Page 159.)

This work, commenced in 1876, is still in progress. The present channel admits of vessels drawing 14 feet. The improvement is designed to increase the depth to 18 feet.

The commerce of the entire chain of lakes will be benefited by this work.

The improved channel lies entirely in American waters and forms the boundary between the United States and Canada.

July 1, 1882, amount available		$1,016 27
Received from sale of fuel		13 12
Amount appropriated by act passed August 2, 1882		60,000 00
		61,029 39
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$36,991 58	
July 1, 1883, outstanding liabilities	16,520 25	
		53,511 83
July 1, 1883, amount available		7,517 56

MONROE HARBOR, MICHIGAN.

(Page 163.)

In 1835, before improvement, the approach to the town of Monroe was through a narrow and crooked channel, from Lake Erie through La Plaisance Bay, with a least depth of 6 feet. There is now a straight channel of 100 feet width with a least depth of 9½ feet.

When this improvement was commenced Monroe was a place of much importance. Its commerce has declined. But twenty-eight vessels entered and cleared in 1881.

July 1, 1882, amount available	$16 45
Amount appropriated by act passed August 2, 1882	1,000 00
	1,016 45
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	522 06
July 1, 1883, amount available	494 39

LA PLAISANCE BAY, MICHIGAN.

(Page 161.)

The appropriations made between the years 1827 and 1836 were applied to the construction and maintenance of a pier at the entrance to this bay. For want of subsequent appropriation, and in consequence of the decline of the commerce of Monroe, as well as the construction of a new channel, this pier was permitted to go to decay.

TOLEDO HARBOR, OHIO.

(Page 198.)

In 1866, before improvement, the approach from the lake through Maumee Bay was by an intricate and narrow channel with a least depth of 11 feet. There is now a dredged channel 7½ miles long, from 15 to 17 feet deep, having a least width of 200 feet.

The amount of commerce is large and constantly increasing. Value of exports in 1881, $1,782,842. Vessels entered and cleared, 4,532.

July 1, 1882, amount available		$22,669 17
Amount appropriated by act passed August 2, 1882		50,000 00
		72,669 17
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$28,941 44	
July 1, 1883, outstanding liabilities	908 55	
		29,849 99
July 1, 1883, amount available		42,819 18

PORT CLINTON HARBOR, OHIO.

(Page 197.)

Before improvement, in 1866, the channel of entrance was narrow, with a least depth of 5 feet. There is now a depth of 9 feet on the outer bar and between the piers.

The amount of commerce to be benefited by this improvement has been diminishing since 1869. In 1881 thirty-one vessels cleared.

July 1, 1882, amount available	$824 53
Amount appropriated by act passed August 2, 1882	6,000 00
	6,824 53
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	829 36
July 1, 1882, amount available	5,995 17

SANDUSKY CITY HARBOR, OHIO.

(Page 198.)

Appropriations were made for this locality in 1826, 1844, and 1852. In 1866, before the present improvement, the depth of water on the bar at the entrance to Sandusky Bay was 10 feet. There is now a channel through the bar 200 feet wide and 14 feet deep. Through the bay the channel is 200 feet wide and 15 feet deep.

This is the lake terminus of several important railroads. The commerce has become large and is rapidly increasing. In 1881, value of imports, $2,512,503; vessels entered, 925.

July 1, 1882, amount available		$1,201 52
Amount appropriated by act passed August 2, 1882		10,000 00
		11,201 52
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$7,173 51	
July 1, 1883, outstanding liabilities	651 42	
		7,824 93
July 1, 1883, amount available		3,276 59

SANDUSKY RIVER, OHIO.

(Page 198.)

In 1867, before improvement, the river was obstructed by bars having a least depth of 5 feet. There is now a good channel with a least depth of 9 feet from Fremont to Sandusky Bay.

The benefit to commerce has been this increase of depth. The value of the trade to Fremont is not known.

July 1, 1882, amount available	$20 78
Amount appropriated by act passed August 2, 1882	4,000 00
	4,020 78
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	3,392 31
July 1, 1883, amount available	628 47

HURON HARBOR, OHIO.

(Page 196.)

Appropriations were made for this locality at intervals between the years 1826 and 1852, and since 1866. Before improvement the river was entirely closed to commerce by a bar at its mouth. There is now a channel 140 feet wide and 15 feet deep through the bar; 15 feet deep between the piers, and 18 feet deep in the river.

The commerce of this place is at present small, with good prospects of revival from the completion of the Wheeling and Lake Erie Railroad, of which this is the terminus, and by which extensive slips and docks are being built here.

July 1, 1882, amount available	$2,231 58
Amount appropriated by act passed August 2, 1882	2,500 00
	4,731 58
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	4,685 95
July 1, 1883, amount available	45 63

VERMILLION HARBOR, OHIO.

(Page 199.)

Appropriations made in 1836, 1837, 1838, and work resumed in 1866. Before improvement navigation was obstructed by a bar at the mouth of the river which was bare at low water.

There is now a channel 70 feet wide with a least depth of 11½ feet to a rock bottom.

Stone and lumber are shipped in considerable quantities from this harbor. The benefit to commerce unknown.

Amount appropriated by act passed August 2, 1882	$3,000 00
July 1, 1883, amount expended during fiscal year	492 34
July 1, 1883, amount available	2,507 66

BLACK RIVER HARBOR, OHIO.

(Page 193.)

Appropriations were made at intervals between the years 1828 and 1852. Work resumed in 1864. Before improvement there were but 3 feet upon the bar at the mouth of the river. There is now a channel 200 feet wide with a least depth of 16 feet.

The commerce is increasing and the harbor rapidly growing in importance. It is a railroad terminus. One hundred and seventy-four vessels entered in 1881. Value of exports, $307,000.

July 1, 1882, amount available	$2,949 48
Amount appropriated by act passed August 2, 1882	7,000 00
	9,949 48
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	821 87
July 1, 1883, amount available	9,127 61

ROCKY RIVER, OHIO.

(Page 197.)

First appropriation in 1872. There was less than 5 feet upon the bar at entrance to Rocky River before improvement; there is now a channel 100 feet wide with a least depth of 6 feet.

It is a place of no commerce at present.

July 1, 1882, amount available	$1,586 37
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	1 06
July 1, 1883, amount available	1,585 31

CLEVELAND HARBOR, OHIO.

(Page 194.)

Appropriations made at intervals between the years 1825 and 1852. Work resumed in 1864.

In 1825, before improvement, the depth of water at entrance to Cuyahoga River was 3 feet. There is now a good channel of entrance to harbor with a least depth of 17 feet. The breakwater designed to form a harbor of refuge is about two-thirds completed. The extension of the pier, which is to form the east side of the breakwater, has still to be appropriated for. The completion of the remaining parts is now contracted for.

This has been made one of the most important harbors on the lakes. In 1881 the value of imports was $60,806,008; exports, $34,030,757; 3,151 vessels entered and 3,096 vessels cleared.

July 1, 1882, amount available		$213,271 70
Amount appropriated by act passed August 2, 1882		175,000 00
		388,271 70
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$128,661 18	
July 1, 1883, outstanding liabilities	8,876 18	
		137,537 36
July 1, 1883, amount available		250,734 34

FAIRPORT HARBOR (GRAND RIVER), OHIO.

(Page 196.)

Appropriations made at intervals between the years 1825 and 1852. Work resumed in 1864.

Before improvement the entrance to Grand River was entirely closed by a dry sand bar. There is now a channel 200 feet wide, with a least depth of 16 feet.

Large and increasing commerce has been benefited by this improvement.

July 1, 1882, amount available	$5,368 01
Amount appropriated by act passed August 2, 1882	10,000 00
	15,368 01
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	1,772 24
July 1, 1883, amount available	13,595 77

CONNEAUT HARBOR, OHIO.

(Page 195.)

At the time of the first appropriation for this harbor, 1829, the depth of water at the entrance was but 2 feet; this was increased by the construction of piers and by dredging to 11 feet in 1838. After which time, until 1866, there were but two appropriations, at long intervals, and upon the resumption of the improvement in 1867 the depth was found reduced to 8½ feet.

The present depth is less. The piers are now in a dilapidated condition; a large breach has been made through one of them by storms, and the superstructure of the remaining part is much decayed.

The commerce of this place has diminished and is now very small.

July 1, 1882, amount available	$231 23
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	178 05
July 1, 1883, amount available	53 18

ASHTABULA HARBOR, OHIO.

(Page 193.)

In 1826, before improvement, the depth of water at entrance was 2 feet. This was increased to 9 feet with the appropriations made between that date and 1838.

Upon the resumption of the improvement in 1867 the depth was found reduced to 7½ feet. It is now 15 feet.

The commerce of Ashtabula is rapidly increasing, it being now the terminus of the Pennsylvania and other railroads.

In 1867, 151 vessels entered and cleared; in 1881, 1,037.

July 1, 1882, amount available	$3,161 43
Amount appropriated by act passed August 2, 1882	20,000 00
	23,161 43
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	1,992 00
July 1, 1883, amount available	21,169 43

ERIE HARBOR, PENNSYLVANIA.

(Page 201.)

The work of improvement was begun with the appropriation of 1824, at which time the depth at entrance was 6 feet. In 1835 it had been increased to 13 feet. As but two appropriations were made, at long intervals, between the years 1838 and 1864, on the resumption of work in 1864 the depth was found reduced to 9 feet. It is now 16 feet.

Benefit to commerce: Tonnage of vessels entered and cleared in 1867, 421,874; in 1882, 1,510,350.

July 1, 1882, amount available	$15,997 13
Amount appropriated by act passed August 2, 1882	20,000 00
	35,997 13
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	14,720 60
July 1, 1883, amount available	21,276 53

CUNNINGHAM CREEK, LAKE ERIE, OHIO.

(Page 195.)

First appropriation, 1826. This improvement was not for the purpose of obtaining a navigable channel through the mouth of the creek, but to obtain a shelter for vessels, independent of access to the interior.

The plan adopted was that of parallel piers, running into the lake, 475 feet apart, with an outer protection by a breakwater parallel to the shore. The piers were carried out by cribs, separated from each other about 30 feet, and bridged over. The first work built was so slight as to need frequent repairs, and the projected breakwater was never built.

In 1839 the piers were still unfinished, and upon an inspection by a Board of Engineer Officers it was concluded that "the wants of agriculture or commerce, or the business to be drawn to this place by them," were not sufficient to warrant further expenditure.

The work has been abandoned since that date.

PORTLAND HARBOR, LAKE ERIE, NEW YORK.

(Page 186.)

This harbor, situated 12 miles west of Dunkirk, was originally an open roadstead, the town being at the bottom of a small bay, fronting to the north. The works to protect the landing consisted of a pier, built by individual enterprise, extending into the lake from the eastern cape of the bay, and a pier from the western cape, extending 1,200, feet into the lake, built by the United States with the appropriations of 1836–'37 and '38.

The town having become a place of no commercial importance, the piers have been permitted to decay, there having been no appropriation for the work since 1838.

DUNKIRK HARBOR, NEW YORK.

(Page 179.)

The improvement of this harbor was begun in 1827. The entrance is through a depression in a solid rock reef, which extends entirely across the harbor. No change of depth was effected until 1877, when the depth was increased about 2 feet by blasting, making the entrance about 12 feet deep.

Expenditures upon this harbor have been mainly for the purpose of affording, by the construction of a breakwater, security for vessels seeking the harbor.

The commerce of Dunkirk has diminished of late years, and is now small.

In 1867, entrances and clearances, 679; tonnage, 452,925.

In 1881, entrances and clearances, 118; tonnage, 13,618.

July 1, 1882, amount available	$3,665 90
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	3,611 81
July 1, 1883, amount available	54 09

CATTARAUGUS CREEK, LAKE ERIE, NEW YORK.

(Page 178.)

Before any improvement was made here, the entrance to the creek was extremely shoal, shifting, and often impracticable. The appropriations of 1836, 1837, and 1838 were applied to the construction of parallel piers, by which the entrance was so much improved as to become

accessible to steamers, and for a time the commerce of the place gradually increased in consequence.

The commerce of the creek has since declined, and the piers, having been neglected for want of appropriation since 1838, have gone to decay, but to what extent is not known.

BUFFALO HARBOR, NEW YORK.

(Page 176.)

First appropriation by Congress, 1826. Piers were built at the mouth of Buffalo Creek in 1820–'21 by private enterprise as an inducement to locate the terminus of the Erie Canal at this point.

The plan of improvement, as modified at various times, provided for the construction of a north and a south pier at the mouth of the creek; a masonry sea wall running south from the south pier, and a breakwater, a little less than half a mile distant from and in front of the Buffalo light-house, its long arm running nearly parallel with the general shore line of the lake.

The north and south piers were finished long ago, and the sea wall also. The depth of water between the piers at the entrance to the harbor was 10 feet in 1835, and is now 16 feet at low water. The breakwater at the end of the last working season had been completed to a length of 4,887 feet; its projected length is 7,600 feet, with an arm to extend from its extremity to the shore. The present sheltered harbor area is about 320 acres.

For the fiscal year ending June 30, 1882, the value of imports was $5,473,864. Number of vessels cleared, 3,098; entered, 3,077. Chief articles of commerce, grain and lumber, with general merchandise.

July 1, 1882, amount available		$63,923 94
Amount appropriated by act passed August 2, 1882		125,000 00
		188,923 94
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$57,461 86	
July 1, 1883, outstanding liabilities	10,066 10	
		67,527 96
July 1, 1883, amount available		121,395 98

BLACK ROCK HARBOR, NEW YORK.

(Page 176.)

The appropriations from 1829 to 1834, inclusive, were applied to the construction of a pier and mole inclosing the western entrance to the harbor. The lower portions of the pier, which forms the harbor, and a dike on Squaw Island had been constructed by the State of New York; the United States works were at the upper extremity of this pier and in continuation of it. The object of the mole was to arrest the sand from entering into the harbor.

The harbor being in fact a continuation of the Erie Canal, the United States works were at the time of the highest importance to commerce, as it was through the artificial harbor that the canal gained access to Lake Erie.

NIAGARA RIVER, AT TONAWANDA HARBOR, NEW YORK.

(Page 183.)

First appropriation, 1881. The improvement here has been the removal of three bars at the head and at the middle of Tonawanda Island and at the mouth of the creek; 13 feet water has been obtained at each of them, where before improvement there was but 11 feet.

Year ending June 30, 1882, value of imports, $548,203; arrivals, 1,068; clearances, 1,063. Chief article of commerce, lumber.

Amount appropriated by act passed August 2, 1882	$1,500 00
July 1, 1883, amount available	1,500 00

WILSON HARBOR, NEW YORK.

(Page 180.)

Two parallel piers were built by private enterprise in 1846, and the improvement continued from time to time by pier work and dredging, by which the original depth at entrance of 1 foot was increased to 6 feet.

The first appropriation by Congress was in 1875. The piers have been rebuilt and extended to 9 feet water in the lake, and there is now about that depth of entrance.

The harbor is of local importance only, the arrivals and departures averaging about one a week during the season of navigation.

Amount appropriated by act passed August 2, 1882	$10,000 00
July 1, 1883, amount expended during fiscal year	2,054 94
July 1, 1883, amount available	7,945 06

OLCOTT HARBOR (EIGHTEEN MILE CREEK), NEW YORK.

(Page 184.)

The original depth of the mouth at the creek was 1½ feet. In 1846 private parties had built a pier 250 feet into the lake. The present improvement was begun with the appropriation of 1867.

The piers have been carried out to 9 feet water in the lake, and the channel deepened to 10 feet for a width of 50 feet. In excavating this channel a bed of rock was encountered, which made the cost of this work greater than was anticipated.

The harbor is of local importance only. Chief articles of commerce, fruit, grain, and lumber.

OAK ORCHARD HARBOR, NEW YORK.

(Page 183.)

Appropriations were made for this harbor at intervals from 1836 to 1852. The present improvement dates from the appropriation of 1867. Originally, the mouth of the creek was closed by a bar upon which there was only from 2 to 4 feet water. The improvement consists of a breakwater built in 1836 and two parallel piers 200 feet apart, extending to 9 feet water in the lake. The channel between the piers is from 40 to 80 feet wide and 12 feet deep at low water, cut through a sandstone ledge. This is the only point between the mouth of Genesee River and Niagara River, a distance of 80 miles, suitable for a harbor of refuge, being about midway, with plenty of water inside.

The harbor is of local importance only, but by deepening the entrance to 12 feet might be made a good harbor of refuge.

Amount appropriated by act passed August 2, 1882	$3,000 00
July 1, 1883, amount available	3,000 00

CHARLOTTE HARBOR, NEW YORK.

(Page 178.)

With appropriations from 1829 to 1835, the entrance to the harbor had been deepened by the construction of parallel piers from 4 to 15 feet. The subsequent appropriations made at intervals to date have been expended in the repairs and reconstruction of the piers; the depth at entrance has remained about the same.

This harbor is important as being the port of the city of Rochester, 7 miles distant. Value of imports and exports in 1882, $1,083,000.

July 1, 1882, amount available		$680 68
Amount appropriated by act passed August 2, 1882		35,000 00
		35,680 68
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		3,628 86
July 1, 1883, amount available		32,051 82

PULTNEYVILLE HARBOR, NEW YORK.

(Page 187.)

Previous to 1846, private parties had expended about $30,000 at this place. The first appropriation by Congress was in 1870. The piers now extend to 10 feet water in the lake, and the channel between them, which has shoaled somewhat of late, has now 6 feet at extreme low water. The original depth was 2 feet.

The harbor is of local value only, the arrivals and departures averaging about one a week during the season of navigation.

Amount appropriated by act passed August 2, 1882	$4,000 00
July 1, 1883, amount expended during fiscal year	451 41
July 1, 1883, amount available	3,548 59

GREAT SODUS HARBOR, NEW YORK.

(Page 181.)

With appropriations made between the years 1829 and 1835, piers were built across the bar at the entrance to Sodus Bay, which increased the original depth of 8 feet to 9 feet. The subsequent appropriations made to date have been expended in repairs and reconstruction of the piers, and in dredging the channel between them. The depth at entrance is now 10½ feet at extreme low water.

This harbor is of importance as the terminus of the Lake Ontario Southern Railroad.

Amount appropriated by act passed August 2, 1882		$25,000 00
July 1, 1883, amount expended during fiscal year	$2,374 83	
July 1, 1883, outstanding liabilities	1,072 63	
		3,447 46
July 1, 1883, amount available		21,552 54

LITTLE SODUS HARBOR, NEW YORK.

(Page 182.)

Originally the entrance to the bay was through two narrow openings having a depth of 1½ feet. An appropriation made in 1852 was expended in pier work and dredging a channel of 6 feet at low water. The improvement was resumed with the appropriation of 1866. The present depth of entrance at extreme low water is 12 feet.

This harbor is the terminus of the Southern Central Railroad, which, in connection with the Lehigh Valley Railroad, makes it a large coal-exporting port.

July 1, 1882, amount available		$1,716 40
Amount appropriated by act passed August 2, 1882		25,000 00
		26,716 40
July 1, 1883, amount expended during the fiscal year, exclusive of outstanding liabilities July 5, 1882	$1,367 20	
July 1, 1883, outstanding liabilities	3,854 45	
		5,221 65
July 1, 1883, amount available		21,494 75

OSWEGO HARBOR, NEW YORK.

(Page 184.)

First appropriation, 1827, at which time the mouth of the river was an open roadstead, affording no shelter from the winds of the lake, and the depth of water in channel 7½ feet. An area at the mouth of the river was inclosed, and subsequent appropriations were applied to repairing and renewing the original structures and to dredging. The present improvement was begun with the appropriation of 1871, the plan being that of a west and east breakwater, with an opening of 350 feet between them for entrance into the harbor and river. The west breakwater, 6,025 feet long, is completed; the east one, which is designed to be 2,700 feet long, has been commenced. The river channel has been deepened to 15 feet at extreme low water. The present sheltered harbor area is about 150 acres.

Value of imports, fiscal year 1882, $8,764,551; exports, $1,075,184; vessels entered, 2,651; cleared, 2,673.

July 1, 1882, amount available	$86 58
Amount appropriated by act passed August 2, 1882	80,000 00
	80,086 58
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	15,225 01
July 1, 1883, amount available	74,861 57

PORT ONTARIO HARBOR (MOUTH OF SALMON RIVER), NEW YORK.

(Page 186.)

Appropriations made between the years 1836 and 1844 were expended in the construction of piers at the mouth of the river.

These are now in ruins, the port not having developed, as was expected, into sufficient importance to warrant further improvement.

BLACK RIVER HARBOR, NEW YORK.

(Page 176.)

Appropriations between the years 1836 and 1844 were applied to the construction of piers, by which the original depth of 4 feet at entrance was increased to 9 feet.

The appropriation of 1873 was expended in dredging a channel through a bar at the outer end of the piers. No appropriation since that date. The piers are now in a dilapidated condition, and the depth of water at entrance has decreased to 4 feet at extreme low water.

SACKETT'S HARBOR, NEW YORK.

(Page 187.)

The appropriations of 1826 and 1828 were expended in dredging inside the harbor, to what depth is unknown.

The shoalness of the harbor restricts the lake commerce of the port to vessels drawing from 6 to 9 feet water. The appropriation of 1882 will be applied as far as it will admit to dredging in the harbor to a depth of 12 feet.

This is a terminus of the Utica and Black River Railroad. Value of imports and exports (fiscal year 1882), about $400,000.

Amount appropriated by act passed August 2, 1882		$7,000 00
July 1, 1883, amount expended during fiscal year	$447 18	
July 1, 1883, outstanding liabilities	1,702 00	
		2,149 18
July 1, 1883, amount available		4,850 82

OGDENSBURG HARBOR, NEW YORK.

(Page 187.)

First appropriation, 1867. All the dredging of the projected improvement of the harbor was completed in 1876, and the channels are now in good condition, having been deepened from 10 feet to 12 feet at extreme low water.

The commerce of the port has increased; the value of imports and exports in 1882 was $2,307,668.

Amount appropriated by act passed August 2, 1882		$10,000 00
July 1, 1883, amount expended during fiscal year	$467 95	
July 1, 1883, outstanding liabilities	2,122 56	
		2,590 51
July 1, 1883, amount available		7,409 49

WADDINGTON HARBOR, NEW YORK.

(Page 188.)

First appropriation, 1873. This improvement, so far as it was originally contemplated, was completed in 1875. The depth of water through the bar at the head of Little River, the upper entrance to the harbor, was increased from 7 to 11 feet. The subsequent appropriations were applied to excavation in the lower entrance. This has been discontinued owing to the high cost of the blasting required and the little good to result from it.

The harbor is of local importance only. Value of imports and exports in 1882, $76,800.

GRASS RIVER HARBOR, AT MASSENA, NEW YORK.

(Page —.)

No expenditure of the appropriation of 1882 has yet been made except for the necessary preparation for the work.

Amount appropriated by act passed August 2, 1882	$3,000 00
July 1, 1883, amount expended during fiscal year	51 40
July 1, 1883, amount available	2,948 60

PLATTSBURG HARBOR, NEW YORK.

(Page 185.)

Appropriations made between the years 1836 and 1844 were expended in the construction of a breakwater for the protection of vessels against the prevailing strongest winds, by which they are enabled to load and unload at all times. Subsequent appropriations have peen applied to repairs of this work, to its extension, and to dredging in the sheltered harbor area.

This breakwater created and sustains the commerce of the place.

No statistics at hand.

July 1, 1882, amount available	$1,629 00
July 1, 1883, amount expended during fiscal year	225 05
July 1, 1883, amount available	1,403 95

WHITEHALL HARBOR, NEW YORK (IMPROVING ENTRANCE OF).

(Page 188.)

The appropriations of 1836, 1837, and 1838 were applied to "the excavation and removal of the sand and other alluvial deposits, which had so far accumulated below the town as to prevent steamers, and other vessels of larger classes navigating Lake Champlain, from approaching within less than half a mile of the proper landing places, to the great inconvenience of the traveling and commercial community."

The benefit to commerce was to afford (in 1840) "a channel quite up to the wharves and landing places of from 9 to 12 feet deep at low water."

TICONDEROGA RIVER, NEW YORK.

(Page 188.)

First appropriation, 1881. The object of the improvement now in progress is to open a channel 100 feet wide and 8 feet deep, from Lake Champlain to the town of Ticonderoga, the ruling depth by the river being but 2 feet.

This is a manufacturing and mining town of some importance. In 1881 the value of its annual commerce was stated to be $1,156,223.

Amount appropriated by act passed August 2, 1882	$5,000 00
July 1, 1883, amount expended during fiscal year	3,485 80
July 1, 1883, amount available	1,514 20

BURLINGTON HARBOR, VERMONT.

(Page 210.)

The town is so situated that vessels lying at the wharves had originally no natural protection from westerly winds. The breakwater built with appropriations made from 1836 to 1844, was found, when work was to be resumed with the appropriation of 1866, to be insufficient, owing to the extension of the line of wharves by the growth of the place. The old breakwater was therefore, extended at each end. The appropriations from 1866 to date have been applied to this new work, and to occasional repairs.

The breakwater is essential to the commerce of the port.
No commercial statistics at hand.

July 1, 1882, amount available	$2,803 26
Amount appropriated by act passed August 2, 1882	12,000 00
	14,803 26
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	8,661 75
July 1, 1883, amount available	6,141 51

SWANTON HARBOR, VERMONT.

(Page 211.)

The project for the improvement of this harbor was adopted in 1873, its object being to give protection to anticipated docks and wharves. The amount expended has resulted in the construction of a breakwater 259 feet long.

The docks and wharves have been located at some distance from the breakwater, thereby receiving very little or no protection from it. In view of this and the uncertainty of the future location of others now under consideration, further expenditures are withheld until their establishment shall give indications of requirements for further extension of the breakwater.

This is an important commercial center of the railway system of this part of the country.

July 1, 1882, amount available	$1,909 06
Amount appropriated by act passed August 2, 1882	4,500 00
	6,409 06
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	1,764 24
July 1, 1883, amount available	4,644 82

OTTER CREEK, VERMONT.

(Page 211.)

First appropriation, 1872. The improvement comprises the removal of various snags, shoals, and other obstructions from the bed of the stream, and the deepening of the basin of Vergennes so as to afford a depth of 8 feet between that place and Lake Champlain.

The work is not complete, but has resulted so far in the improvement of that portion of the creek and basin most troublesome to navigators.

July 1, 1882, amount available	$5,780 34
Amount appropriated by act passed August 2, 1882	2,000 00
	7,780 34
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	3,744 37
July 1, 1883, amount available	4,035 97

CHANNEL BETWEEN NORTH HERO AND SOUTH HERO, LAKE CHAMPLAIN.

(Page 211.)

The appropriations of 1836 and 1837 were expended in dredging. This is the main water communication between the commercial channel on the western and Swanton Harbor and Saint Albans Bay on the eastern side of the lake, and is used by steam and sail vessels engaged in the general and local commerce of the lake. The entrance and outlet of this channel has since diminished in width and is obstructed by dangerous rocks. It should be widened and the rocks removed.

OAKLAND HARBOR, CALIFORNIA.

(Page 120.)

First appropriation, 1874. At the beginning of the improvement the depth on the bar at the entrance was at low stage 3 feet, and at high stage 9 feet; average draught of vessels, about 5 feet. The present depths are 14 feet at low, and 20 feet at high water; average draught of vessels using the channel, 12 feet.

The benefit to commerce may be inferred by the following:

Business of the year 1874, by steamers, no passengers Business of the year 1874, by sail, no passengers			154,300 tons freight.
Business of the year 1882, by steamers	858,352	passengers.	1,051,788 tons freight.
Business of the year 1882, by sail			173,448 tons freight.
Total passengers	858,352	freight	1,225,236 tons.

July 1, 1882, amount available		$63,389 92
Amount appropriated by act passed August 2, 1882		200,000 00
		263,389 92
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$69,232 06	
July 1, 1883, outstanding liabilities	6,074 18	
		75,306 24
July 1, 1883, amount available		188,083 68

WILMINGTON HARBOR, CALIFORNIA.

(Page 121.)

First appropriation, 1871. Before improvement there was a variable depth of 1 to 2 feet at low water on the bar at the entrance. All freight and passengers had to be lightered for several miles.

The present depth varies from 8 to 10 feet at low water and 14 to 16 feet at high water. Vessels drawing 14 feet now enter and deliver freight at the wharves. Deep-draught ships are now obliged, as formerly, to lie outside and discharge by lighters.

Trade before improvement, 1871: exports, 9,575 tons; imports, 25,313 tons. Imports, lumber, 10,938,336 tons.

In 1881, exports, 23,506 tons; imports, 90,340 tons. Imports, lumber, 41,217,428 feet.

Direct benefit to commerce, saving in cost of lighterage.

July 1, 1882, amount available		$6 24
Amount appropriated by act passed August 2, 1882		100,000 00
		100,006 24
July 1, 1883 amount, expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$63,091 09	
July 1, 1883, outstanding liabilities	6,998 81	
		70,089 90
July 1, 1883, amount available		29,916 34

PETALUMA CREEK, CALIFORNIA.

(Page 120.)

First appropriation, 1880. But little progress has been made upon this improvement, the appropriation of 1881 having been too small to justify its application until a larger sum became available. With the addition of the appropriation of 1882 work has been resumed. Two cut-offs were made in the stream with the first appropriation, which considerably shortened the trips of the numerous vessels that ply between Petaluma and San Francisco. The deepening of the channel cannot fail to prove of additional advantage.

A considerable area of country, affording employment to a large fleet of schooners and to a line of steamers, depends in a great measure for its prosperity upon this navigation.

July 1, 1882, amount available		$8,426 14
Amount appropriated by act passed August 2, 1882		14,000 00
		22,426 14
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$4,963 90	
July 1, 1883, outstanding liabilities	2,433 70	
		7,396 60
July 1, 1883, amount available		15,029 54

SACRAMENTO AND FEATHER RIVERS, CALIFORNIA.

(Page 120.)

First appropriation, 1875. The improvement of these rivers has consisted in the construction of wing-dams, to give greater depth in shallow places, and in the removal of snags from the channel and impending trees from the banks.

The Upper Sacramento changes its bed in many places with great facility, and the clearance of snags is indispensable to its navigation. But for these operations a large portion of the river, forming an outlet for a large agricultural country, would have become unnavigable at ordinary stages, and the expenditure has in this way afforded benefit to navigation.

July 1, 1882, amount available		$14,885 53
Amount appropriated by act passed August 2, 1882		250,000 00
		264,885 53
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$28,220 73	
July 1, 1883, outstanding liabilities	6,198 00	
		34,418 73
July 1, 1883, amount available		230,466 80

SAN JOAQUIN RIVER, CALIFORNIA.

(Page 121.)

First appropriation, 1876. Two permanent improvements have been made in the channel of the river by the excavation of canals 100 feet wide and 10 feet deep to straighten an unusual abruptness of the bends of the river that made the passage difficult for the daily steamers and delayed sailing vessels.

Channels have been dredged to great advantage in Stockton and Morman sloughs, permitting full loads to be carried in the low stage of water. These improvements have encouraged the establishment of warehouses and a large grist-mill at Stockton, which is a center of wheat trade.

The construction of brush dams in the bed of the upper river and the removal of snags have

facilitated navigation, and the improvements named have materially increased the capacity of the river for commerce, and are highly appreciated by all interested.

July 1, 1882, amount available	$5,078 95
Amount appropriated by act passed August 2, 1882	40,000 00
	45,078 95
July 1, 1882	15,581 21
July 1, 1883, amount expended during fiscal year exclusive of outstanding liabilities	
July 1, 1883, amount available	29,497 74

HUMBOLDT HARBOR AND BAY, CALIFORNIA.

(Page 120.)

First appropriation, 1881. Operations in this harbor have been limited to dredging the ship-channel at two points, and in surveys with a view to the future improvement of the entrance. Additional dredging at these and two other points is about to be commenced.

The dredging has been a convenience to vessels engaged in the commerce of this port, which is the most important in California north of San Francisco, and whose commerce is steadily increasing, and has lessened delays in receipt and discharge of cargoes, and in some cases has dispensed with lighterage.

July 1, 1882, amount available		$130 03
Amount appropriated by act passed August 2, 1882		40,000 00
		40,130 03
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$20,238 44	
July 1, 1883, outstanding liabilities	1,897 60	
		22,136 04
July 1, 1883, amount available		17,993 99

SAN FRANCISCO HARBOR, CALIFORNIA.

(Page 121.)

Allotments, 1868 and 1869; appropriations, 1872 and 1874. Expenditures made at this harbor have been applied to the improvement of navigable channels by the removal of dangers.

Blossom and Rincon rocks, isolated peaks in navigable channels in the harbor, with 6 and 8 feet over them at low water, were removed to a depth of 24 feet at mean low water. Noonday Rock, situated at sea, about 30 miles off the heads, was removed to the depth of 47 feet. The wreck of the ship Patrician on the bar at the entrance to the harbor was also removed.

These operations relieved commerce of danger, but did not affect the navigable capacity of the channels.

SAN DIEGO HARBOR, CALIFORNIA.

(Page 121.)

First appropriation, 1852. To prevent injury to the harbor by the deposit of sand and soil into the bay during times of flood, a levee was built across the river in 1853–'54, to divert it into False Bay.

This stood but a few years, and was eventually carried away by an unusual freshet.

The same object has been successfully accomplished with the appropriation of 1875, and the expenditure has resulted in benefiting commerce to the extent of preserving the harbor permanently from injury by the river.

July 1, 1882, amount available	$827 50
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	68 00
July 1, 1883, amount available	759 50

HARBOR OF REFUGE ON THE PACIFIC COAST.

(Page 121.)

Only so much of the appropriation of $150,000 of March 3, 1879, has been expended as was required to meet the cost of an examination of several harbors on the Pacific coast by a Board of Engineer officers. The balance is held to await the future action of Congress, it having been found that the amount available could not produce beneficial results.

According to the estimates of the Board an ultimate expenditure of about $8,000,000 may be involved in the complete establishment of the harbor in question.

The majority of the Board recommends Port Orford as the most suitable point for the proposed work.

LOWER WILLAMETTE AND COLUMBIA RIVERS, FROM PORTLAND, OREGON, TO THE SEA.

(Page 200.)

First appropriation, 1866. Before improvement the natural depth on the shoalest bar below Portland was about 9 feet at low water, and on six other bars 10½ to 15 feet.

Since the work has been in progress the ruling depths have generally been kept at 15, then 17 and 19 feet low water, with greater depths on part of the bars.

The benefit to commerce has been the maintenance of a ship-channel from Astoria, near the mouth of Columbia River, to Portland, 100 miles, with safer and easier navigation.

Before improvement, small steamships made tri-monthly trips from San Francisco to Portland, at present large steamers make two trips per week, with occasional freight steamers, and from Puget Sound regular colliers. Two steamers have lately arrived from China.

For year ending May 31, 1882, value of imports, $558,000; exports, $6,614,243.

July 1, 1882, amount available		$909 16
Amount appropriated by act passed August 2, 1882		100,000 00
		100,909 16
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		88,741 31
July 1, 1883, amount available		12,167 85

UPPER WILLAMETTE RIVER, OREGON.

(Page 199.)

First appropriation, 1871. Previous to 1875 there was no navigation above the mouth of the Yamhill (40 miles from Portland) during low water. Since 1877 there has been no time when it was not possible to reach Corvallis, 114 miles.

Before the completion of the main lines of the valley railroads, the river was the only means of transportation for an area of about 3,000 square miles of settled and cultivated agricultural country; the opening of these roads has diminished the river transportation.

July 1, 1882, amount available		$1,139 47
Amount appropriated by act passed August 2, 1882		5,000 00
		6,139 47
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$5,925 90	
July 1, 1883, outstanding liabilities	17 50	
		5,943 40
July 1, 1883, amount available		196 07

UPPER COLUMBIA AND SNAKE RIVERS, OREGON AND WASHINGTON TERRITORY.

(Page 227.)

First appropriation, 1872. The natural channel through the rock rapids was, before improvement, narrow, tortuous, and rapid, with a depth of 2 to 4 feet at low stage. Navigation was difficult and dangerous, and limited to periods of favorable stage. Improvements have been made at thirteen localities, by which navigation is easier and its period prolonged, and depths increased to $4\frac{1}{2}$ and $5\frac{1}{2}$ feet. The carrying capacity of boats using the river has increased 25 to 50 per cent.

The productions of the Upper Columbia country are rapidly increasing; for the year ending May 30, 1882, their value was computed to be about $6,000,000.

July 1, 1882, amount available		$128 98
Amount appropriated by act passed August 2, 1882		6,000 00
		6,128 98
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882		988 69
July 1, 1883, amount available		5,140 29

CANAL, CASCADES OF COLUMBIA RIVER, OREGON.

(Page 226.)

First appropriation, 1877. Improvement in progress, and consists of open river work over a reach of about 4 miles, from head of present navigation to the foot of projected canal. The river part is about one-half completed, the canal part about one-fourth.

The completion will give a continuous navigation of 8 feet least depth of channel from the head of ship navigation as far up as The Dalles, 45 miles, which is the border of the productive and extensive Upper Columbia region, from which to The Dalles, railroad construction is comparatively easy, whereas, below The Dalles, it is difficult, and its maintenance would be expensive.

No material benefit to commerce can be expected until the improvement is completed.

July 1, 1882, amount available		$517 60
Amount appropriated by act passed August 2, 1882		265,000 00
		265,517 60
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$179,713 78	
July 1, 1883, outstanding liabilities	6,519 75	
		186,233 53
July 1, 1883, amount available		79,284 07

ENTRANCE TO COOS BAY, OREGON.

(Page 199.)

First appropriation, 1879. Improvement incomplete; its object is to open and maintain a deeper and more direct channel across the sea-bar by jetty construction.

The natural channel was shifting, usually tortuous, and with not more than 9 to 12 feet at mean low water.

The benefit to commerce is that an unusual draught of 14½ feet has been carried over the bar, and that night crossings of the bar, not previously attempted, have been made. The improvement furnishes encouragement to large lumber and coal interests of the region.

July 1, 1882, amount available		$5 58
Amount appropriated by act passed August 2, 1882		30,000 00
		30,005 58
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$25,240 26	
July 1, 1883, outstanding liabilities	1,952 95	
		27,193 21
July 1, 1883, amount available		2,812 37

LOWER CLEARWATER RIVER, IDAHO.

(Page 135.)

First appropriation, 1879. The improvement has for its object to open a channel through rock reefs and cobblestone bars for rafts and small river boats 60 feet wide, and 4 feet deep at low stage, for a distance of 40 miles. The natural channel was impracticable for boats and difficult for rafts.

The partial improvement so far made has greatly benefited a timber interest. Its completion will make the Lower Clearwater an actual part of the Upper Columbia River highway.

Amount appropriated by act passed August 2, 1882		$5,000 00
July 1, 1883, amount expended during fiscal year		604 77
July 1, 1883, amount available		4,395 23

ENTRANCE TO YAQUINA BAY, OREGON.

(Page 200.)

First appropriation, 1880. The projected improvement is to afford a permanent central channel over the bar, with a depth of not less than 12 feet at mean low tide. Of the three natural shifting channels, the best one had a depth of from 7 to 9 feet; the two others are obstructed by rocks. The work has not advanced sufficiently to benefit commerce. Under the expectation of its completion, a railroad has been projected and partially constructed from a point in the Willamette Valley to Yaquina Bay.

July 1, 1882, amount available		$7 24
Amount appropriated by act passed August 2, 1882		60,000 00
		60,007 24
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$36,425 29	
July 1, 1883, outstanding liabilities	4,556 84	
		40,982 13
July 1, 1883, amount available		19,025 11

MOUTH OF COQUILLE RIVER, OREGON.

(Page 199.)

First appropriation, 1880. By the construction, in part, of a low jetty the expenditure has resulted in a marked benefit to the entrance channel. This was naturally tortuous, obstructed by rocks, somewhat shifting, and rarely carried more than 3 feet at low water. The incomplete jetty has caused this channel to fill completely above high tide, and has cut out a straight channel, as intended, entirely free from rocks, and with an additional depth of 2 to 3 feet. The improvement, so far, is eminently successful.

There is a brisk ship-building industry on the river. The exports consist of lumber, manufactured wooden articles, produce, salmon, hides, and skins. The valley is exceedingly fertile.

July 1, 1882, amount available		$3 31
Amount appropriated by act passed August 2, 1882		10,000 00
		10,003 31
July 1, 1883, amount expended during fiscal year, exclusive of outstanding liabilities July 1, 1882	$9,586 08	
July 1, 1883, outstanding liabilities	320 50	
		9,906 58
July 1, 1883, amount available		96 73

COWLITZ RIVER, WASHINGTON TERRITORY.

(Page 216.)

First appropriation, 1880. The improvement consists in the removal of drift, snags, and bars, to give an easy and safe light-draught navigation at all stages as far as Cowlitz Landing, 40 miles from the river mouth.

The work accomplished has facilitated transportation and rafting, and has promoted rapid settlement of the fertile and productive valley of the river. All the industries of the valley have more than doubled since 1879, and the river trade is steadily increasing.

Excepting only the Willamette and Snake rivers, the Cowlitz is the most important tributary of the Columbia.

Amount appropriated by act passed August 2, 1882		$1,000 00
July 1, 1883, amount expended during fiscal year		927 27
July 1, 1883, amount available		72 73

SKAGIT, STEILAQUAMISH, NOOTSACK, SNOHOMISH, AND SNOQUALMIE RIVERS, WASHINGTON TERRITORY.

(Page 216.)

First appropriation, 1880, for the Skagit was expended in a partial improvement of that stream by removing snags and jams that rendered it at times impassable. The appropriation of 1882 is being applied to the construction of a snag-boat for use on all these rivers; the aggregate length on which navigation can be readily improved and extended is about 250 miles. In the absence of wagon roads they form the only routes of travel and transportation.

The population has doubled since 1880, and the discovery of coal and iron near the Skagit has given impulse to important enterprises which depend principally on a free river for their success.

Amount appropriated by act passed August 2, 1882			$20,000 00
July 1, 1883, amount expended during fiscal year	$1,015 67		
July 1, 1883, outstanding liabilities	48 00		
			1,063 67
July 1, 1883, amount available			18,936 33

CHEHALIS RIVER, OREGON.

(Page —.)

First appropriation, 1882, of which no expenditure has yet been made, except for survey. The present wants of commerce can be met by the removal of rafts and the most troublesome snags.

Amount appropriated by act passed August 2, 1882	$3,000 00
July 1, 1883, amount expended during fiscal year	95 55
July 1, 1883, amount available	2,904 45

UMPQUA RIVER, OREGON.

(Page 199.)

First appropriation, 1871. The expenditure on this river was for rock removal from Scottsburg, the head of existing navigation, down to Roseburg, on the South Fork.

No benefit to commerce nor increase of navigable capacity resulted.

The Umpqua above Scottsburg is not navigable water as defined by the Supreme Court.

RIVERS AND HARBORS.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
ALABAMA.										
Alabama River.										
For improving Alabama River, Alabama	June 18, 1878	20	153	1	$25,000 00	1879	$25,000 00			$25,000 00
	Mar. 3, 1879	20	365	1	30,000 00	1880	20,000 00			20,000 00
	June 14, 1880	21	186	1	25,000 00	1881	20,000 00			20,000 00
	Mar. 3, 1881	21	476	1	20,000 00	1882	30,000 00			30,000 00
Total					100,000 00		95,000 00			95,000 00
Balance									$5,000 00	
Chattahoochie River. Alabama, Florida, and Georgia. See "Miscellaneous," *post.*										
Choctawhatchie River. Alabama and Florida. See "Miscellaneous," *post.*										
Coosa River. Alabama, Florida, and Georgia. See "Miscellaneous," *post.*										
Escambia River. Alabama and Florida. See "Miscellaneous," *post.*										
Mobile Harbor.										
For the purpose of removing the obstructions and deepening the harbor of Mobile, Ala	May 20, 1826	4	176	1	10,000 00	1827	5,605 78			5,605 78
						1828	1,523 00		2,871 22	1,523 00
For completing improvements in the harbor of Mobile	Mar. 2, 1829	4	348	1	20,000 00	1829	2,550 00			2,550 00
For removing obstructions in the harbor of Mobile	Mar. 2, 1829	4	349	1	2,871 22	1830	6,900 00			6,900 00
						1831	13,421 22			12,946 67
For improving the harbor at Mobile in removing the bar at the entrance of the harbor called Choctaw Pass	June 28, 1834	4	703		10,000 00	1834		$474 55		
For completing the improvement at the harbor of Mobile in removing the bar at the entrance of the harbor called the Choctaw Pass	Mar. 3, 1835	4	754		17,997 60	1835	28,472 15			28,472 15
						1836	566 71	566 71		
For improving the harbor of Mobile by removing the bar of the Choctaw Pass and Dog River Bar	Mar. 3, 1837	5	188	1	50,000 00	1837	500 00			500 00
For continuing the improvements at Dog River Bar and Choctaw Pass, in Mobile Harbor	July 7, 1838	5	270	1	50,000 00	1838	5,000 00			5,000 00
						1839	30,037 00			30,037 00
						1840	57,329 00		7,134 00	57,329 00
For the improvement of the harbor of Mobile at Dog River Bar and Choctaw Pass	Aug. 30, 1852	10	58		50,000 00	1853	1,296 43			1,296 43
						1854	32,239 95			32,239 95
						1855	16,463 62			16,408 77
						1858	12 50	12 50		
						1859		54 85	54 85	
The act of March 3, 1857, provides, "That the Secretary of the Treasury be, and he hereby is, directed, out of any money in the Treasury not otherwise appropriated, to pay to Collier H. Minge, Philip T. Ellicott, and Lucretia A. Brodie, administratrix of Charles Brodie, the sum of $6,919.38, to be divided equally among them; and to Collier H. Minge and Philip T. Ellicott the sum of $13,913.62, to be equally divided among them. The said sums being in full for the amount due on a contract dated December 5, 1838, for excavating the channel on Dog River Bar, in the bay of Mobile"	Mar. 3, 1857	11	520		6,919 38					
	Mar. 3, 1857	11	520		13,913 62	1857	20,833 00			20,833 00
For improvement of harbor and bay of Mobile	July 11, 1870	16	226	1	50,000 00					
For improvement of Mobile Harbor	Mar. 3, 1871	16	541	1	50,000 00	1871	35,031 45	10,931 45		24,100 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Mobile Harbor—Continued.										
For the improvement of Mobile Harbor and Bay	June 10, 1872	17	373	1	$75,000 00	1872	$52,500 00	$121 87		$52,378 13
	Mar. 3, 1873	17	563	1	100,000 00	1873	67,889 10	79 50		67,809 60
						1874	100,712 27			100,712 27
	June 23, 1874	18	240	1	100,000 00					
	Mar. 3, 1875	18	459	1	26,000 00	1875	95,200 00			95,200 00
						1876	40,048 00			40,048 00
						1877	20,000 00			20,000 00
						1878	752 00			752 00
For the improvement of Mobile Harbor, $10,000, to be applied to making tests, surveys, and borings to determine whether the ship channel now leading from the lower anchorage in Mobile Bay can be deepened so as to admit vessels drawing 22 feet, or any less draught above 13 feet, to the wharves at the city of Mobile	June 18, 1878	20	154	1	10,000 00	1879	$10,000 00			10,000 00
For improving Mobile Harbor to secure 17-foot channel	June 3, 1879	20	370	1	100,000 00	1880	5,000 00			5,000 00
For continuing improvement of Mobile Harbor	June 14, 1880	21	181	1	125,000 00	1881	30,000 00			30,000 00
For improving harbor at Mobile	Mar. 3, 1881	21	470	1	100,000 00	1882	180,000 00			180,000 00
Total					967,701 82		859,883 18	12,241 43	$10,060 07	847,641 75
Balance									110,000 00	
Pass au Heron.										
For deepening the channel through the Pass au Heron, near the bay of Mobile, Alabama	May 23, 1828	4	289	1	18,000 00	1828	7,100 00			7,100 00
						1829	2,250 00			2,250 00
						1830	2,600 00		6,050 00	2,600 00
For deepening the channel through the Pass au Heron, reappropriated	July 3, 1832	4	551	1	6,050 00	1832	3,000 00			1,550 62
						1834		1,075 43	4,125 43	
						1836		373 95	373 95	
Total					24,050 00		14,950 00	1,449 38	10,549 38	13,500 62
Tennessee River. Alabama, Kentucky, and Tennessee. See "Miscellaneous," *post.*										
Warrior and Tombigbee Rivers. Alabama and Mississippi. See "Miscellaneous," *post.*										
ARKANSAS.										
Arkansas River. Arkansas, Indian Territory, and Kansas. See "Miscellaneous," *post.*										
Bayou Bartholomew. Arkansas and Louisiana. See "Miscellaneous," *post.*										
Black River. Arkansas and Missouri. See "Miscellaneous," *post.*										
Current River. Arkansas and Missouri. See "Miscellaneous," *post.*										

Fourche Le Fevre River.											
For improving Fourche Le Fevre River, Arkansas	Mar. 3, 1879	20	367	1	10,000 00	1880	10,000 00				10,000 00
	June 14, 1880	21	187	1	4,000 00	1881	4,000 00				4,000 00
	Mar. 3, 1881	21	477	1	3,000 00	1882	3,000 00				3,000 00
Total					17,000 00		17,000 00				17,000 00
L'Anguille River.											
For improving L'Anguille River, Arkansas	June 18, 1878	20	154	1	10,000 00	1879	10,000 00				*10,000 00
	Mar. 3, 1879	20	371	1	5,000 00	1880	2,500 00				2,500 00
	June 14, 1880	21	187	1	2,000 00	1882	3,000 00				3,000 00
Total					17,000 00		15,500 00				15,500 00
Balance										1,500 00	
Little Missouri River.											
For the improvement of the Little Missouri River, Arkansas	Mar. 3, 1871	16	541	1	10,000 00	1871	5,000 00				5,000 00
						1872	5,000 00				5,000 00
	June 10, 1872	17	372	1	10,000 00	1873	10,000 00				10,000 00
Total					20,000 00		20,000 00				20,000 00
Mississippi River. Arkansas, Illinois, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Tennessee, and Wisconsin. See "Miscellaneous," *post.*											
Ouachita River. Arkansas and Louisiana. See "Miscellaneous," *post.*											
Red River. Arkansas, Louisiana, and Texas. See "Miscellaneous," *post.*											
Saint Francis River.											
For improving Saint Francis River, Arkansas	Mar. 3, 1871	16	541	1	10,000 00	1872	10,000 00				10,000 00
For improving Saint Francis River between Wilkesburg and Lester Landing	June 14, 1880	21	190	1	5,000 00	1881	5,000 00				5,000 00
Total					15,000 00		15,000 00				15,000 00
Saline River.											
For improving Saline River, Arkansas	June 14, 1880	21	191	1	7,500 00	1881	6,800 00				6,800 00
	Mar. 3, 1881	21	477	1	5,000 00	1882	5,700 00				5,700 00
Total					12,500 00		12,500 00				12,500 00
White River.											
For continuing the improvement of the White River above Jacksonport, Ark	June 23, 1874	18	239	1	50,000 00	1875	50,000 00				50,000 00
For the improvement of White River at Buffalo Shoals	Aug. 14, 1876	19	135	1	10,000 00	1877	1,200 00				1,200 00
						1878	8,800 00				8,800 00
For improving White River	Mar. 3, 1879	20	367	1	10,000 00	1880	10,000 00				10,000 00
For improving White River above Buffalo Shoals	June 14, 1880	21	190	1	20,000 00	1881	4,800 00				4,800 00
						1882	15,200 00				15,200 00
For improving White River between Jacksonport and Buffalo Shoals	June 14, 1880	21	190	1	5,000 00						
	Mar. 3, 1881	21	477	1	8,000 00	1881	7,000 00				7,000 00
						1882	6,000 00				6,000 00
Total					103,000 00		103,000 00				103,000 00
White, Black, and Little Red Rivers.											
For the improvement of White, Black, and Little Red Rivers, in the State of Arkansas	Mar. 3, 1871	16	541	1	10,000 00	1872	10,000 00				10,000 00
White, Black, and Saint Francis Rivers. Arkansas and Missouri. See "Miscellaneous," *post.*											

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
White and Saint Francis Rivers.										
For the improvement of the White and Saint Francis Rivers.	Mar. 3, 1873	17	562	1	$50,000 00	1873	$9,000 00			$9,000 00
						1874	41,000 00			41,000 00
	June 18, 1878	20	153	1	40,000 00	1879	40,000 00			40,000 00
	Mar. 3, 1879	20	371	1	12,000 00	1880	12,000 00			12,000 00
	June 14, 1880	21	187	1	12,000 00	1881	12,000 00			12,000 00
	Mar. 3, 1881	21	477	1	8,000 00	1882	8,000 00			8,000 00
Total					122,000 00		122,000 00			122,000 00
CALIFORNIA.										
Humboldt Harbor.										
For improving Humboldt Harbor and Bay, California	Mar. 3, 1881	21	472	1	40,000 00	1882	40,000 00			40,000 00
Oakland Harbor.										
For the improvement of Oakland Harbor, California	June 23, 1874	18	242	1	100,000 00					
	Mar. 3, 1875	18	461	1	100,000 00	1875	52,000 00			52,000 00
						1876	110,000 00			110,000 00
For the improvement of Oakland Harbor, to be applied to finishing training-walls and dredging between them	Aug. 14, 1876	19	135	1	75,000 00	1877	53,000 00			53,000 00
						1878	41,000 00			41,000 00
For improving Oakland Harbor, but this sum, and any sum unexpended and reappropriated, shall not be available until the right of the United States to the bed of the estuary and training-walls of this work is secured, free of expense to the government, in a manner satisfactory to the Secretary of War	June 18, 1878	20	155	1	80,000 00	1879	5,000 00			5,000 00
	Mar. 3, 1879	20	369	1	60,000 00	1880	2,000 00			2,000 00
	June 14, 1880	21	192	1	60,000 00	1881	55,000 00			55,000 00
	Mar. 3, 1881	21	469	1	60,000 00	1882	155,000 00			155,000 00
Total					535,000 00		473,000 00			473,000 00
Balance									$62,000 00	
Petalumas Creek.										
For improving Petalumas Creek, California	June 14, 1880	21	191	1	8,000 00	1881	8,000 00			8,000 00
	Mar. 3, 1881	21	479	1	8,000 00					
Total					16,000 00		8,000 00			8,000 00
Balance									8,000 00	
Sacramento River.										
For improving Sacramento River, California, continuing improvement	June 18, 1878	20	157	1	15,000 00	1879	15,000 00			15,000 00
	Mar. 3, 1879	20	370	1	20,000 00	1880	12,000 00			12,000 00
	June 14, 1880	21	189	1	45,000 00					
	Mar. 3, 1881	21	479	1	60,000 00	1881	63,000 00			63,000 00
						1882	45,000 00			45,000 00
Total					140,000 00		135,000 00			135,000 00
Balance									5,000 00	
Sacramento and Feather Rivers.										
For the improvement of the Sacramento and Feather Rivers, California	Mar. 3, 1875	18	461	1	15,000 00	1876	15,000 00			15,000 00

San Diego River.											
For building a levee across the mouth of the San Diego River, in the State of California, to turn it into its former channel into False Bay, to be expended under the direction of the Secretary of War	Aug. 30, 1852	10	60	1	30,000 00	1853	8,500 00			8,500 00
						1854	21,500 00			21,500 00
For the improvement of the harbor at San Diego	Mar. 3, 1875	18	461	1	80,000 00	1875	3,000 00			3,000 00
						1876	13,000 00			13,000 00
						1877	64,000 00			64,000 00
For improving and repairing San Diego Harbor	Mar. 3, 1879	20	370	1	1,000 00	1880	1,000 00			1,000 00
Total					111,000 00		111,000 00			111,000 00
San Francisco Harbor.										
For the removal of Rincon rock, in the harbor of San Francisco, Cal	June 10, 1872	17	375	1	50,000 00	1873	1,500 00			1,500 00
						1874	43,000 00			43,000 00
For removing wrecks and rocks off the harbor of San Francisco	June 23, 1874	18	242	1	25,000 00	1875	29,000 00			26,671 43
						1876		25		
						1881		2,328 32		
Total					75,000 00		73,500 00	2,328 57		71,171 43
Balance									3,828 57	
San Joaquin River.										
For the improvement of San Joaquin River, California	Aug. 14, 1876	19	135	1	20,000 00	1877	2,000 00			2,000 00
						1878	18,000 00			18,000 00
	June 14, 1880	21	191	1	20,000 00	1881	20,000 00			20,000 00
For improving San Joaquin River; $10,000 of which amount may be used, in the discretion of the engineer, in the improvement of the Mormon Slough	Mar. 3, 1881	21	479	1	40,000 00	1882	35,000 00			35,000 00
Total					80,000 00		75,000 00			75,000 00
Balance									5,000 00	
Harbor of refuge, between the Straits of Fuca and San Francisco.										
The act of March 3, 1879, appropriates $150,000, to be expended by the Secretary of War in the commencement of the construction of a breakwater and harbor of refuge at such point on the Pacific Ocean between the Straits of Fuca and San Francisco, Cal., as may, in the opinion of a majority of the Board of United States Engineers for the Pacific Coast, be most suitable, the interests of commerce, local and general, being considered	Mar. 3, 1879	20	372	1	150,000 00	1880	10,257 11			10,257 11
Balance									139,742 89	
Wilmington Harbor.										
For construction of breakwater at Wilmington Harbor, California	Mar. 3, 1871	16	541	1	200,000 00	1871	1,000 00			1,000 00
						1872	145,000 00			145,000 00
For the improvement of the breakwater at Wilmington	June 10, 1872	17	375	1	75,000 00					
	Mar. 3, 1873	17	565	1	150,000 00	1873	149,000 00			149,000 00
						1874	58,000 00			58,000 00
	Mar. 3, 1875	18	461	1	30,000 00	1875	25,000 00			25,000 00
						1876	40,000 00			40,000 00
						1877	37,000 00			37,000 00
	June 18, 1878	20	157	1	20,000 00	1879	20,000 00			20,000 00
For improving harbor at Wilmington	Mar. 3, 1879	20	370	1	12,000 00	1880	12,000 00			12,000 00
	June 14, 1880	21	189	1	35,000 00					
	Mar. 3, 1881	21	472	1	33,000 00	1881	41,000 00			41,000 00
						1882	27,000 00			27,000 00
Total					555,000 00		555,000 00			555,000 00
CONNECTICUT.										
Bridgeport Harbor.										
For deepening the channel leading into Bridgeport Harbor, Connecticut	July 4, 1836	5	129	1	10,000 00	1837	10,000 00			9,956 40
						1840		43 60	43 60	

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Bridgeport Harbor—Continued.										
For the further improvement of the harbor at Bridgeport, Conn.	Aug. 30, 1852	10	60	.....	$10,000 00	1853	$500 00	.....	.....	$500 00
	.....	.....	.....	.....	.....	1854	9,500 00	.....	.....	9,400 40
	.....	.....	.....	.....	.....	1855	.....	$99 60	.....	.....
	.....	.....	.....	.....	.....	1858	.....	.....	$99 60	.....
For the improvement of Bridgeport Harbor	Mar. 3, 1871	16	541	1	20,000 00	1871	3,000 00	.....	.....	3,000 00
	.....	.....	.....	.....	.....	1872	17,000 00	.....	.....	17,000 00
	June 10, 1872	17	374	1	40,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	565	1	30,000 00	1873	40,000 00	.....	.....	40,000 00
	.....	.....	.....	.....	.....	1874	30,000 00	.....	.....	30,000 00
	June 23, 1874	18	241	1	20,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	460	1	15,000 00	1875	20,000 00	.....	.....	20,000 00
	.....	.....	.....	.....	.....	1876	15,000 00	.....	.....	15,000 00
	Aug. 14, 1876	19	135	1	10,000 00	1877	4,000 00	.....	.....	4,000 00
	.....	.....	.....	.....	.....	1878	6,000 00	.....	.....	6,000 00
For the improvement of the harbor at Bridgeport, of which sum not less than one-half shall be expended between the lower bridge and the horse-railroad bridge	June 18, 1878	20	158	1	10,000 00	1879	10,000 00	.....	.....	10,000 00
For improving the harbor at Bridgeport	Mar. 3, 1879	20	363	1	10,000 00	1880	10,000 00	.....	.....	10,000 00
	June 14, 1880	21	180	1	10,000 00	1881	10,000 00	.....	.....	10,000 00
	Mar. 3, 1881	21	469	1	10,000 00	1882	10,000 00	.....	.....	10,000 00
Total	.....	.....	.....	.....	195,000 00	.....	195,000 00	143 20	143 20	194,856 80
Cedar Point Beach.										
For further securing the beach at Cedar Point	July 4, 1836	5	129	1	1,000 00	1837	840 00	.....	.....	840 00
	.....	.....	.....	.....	.....	1838	160 00	.....	.....	160 00
Total	.....	.....	.....	.....	1,000 00	.....	1,000 00	.....	.....	1,000 00
Connecticut River.										
For making a survey of the harbor of Westbrook, near the mouth of Connecticut River, with a view to the improvement of the said harbor, and for ascertaining the cost of such improvement	Mar. 2, 1829	4	347	2	130 00	1829	130 00	.....	.....	60 94
	.....	.....	.....	.....	.....	1833	.....	69 06	69 06	.....
For improvement of Connecticut River	July 11, 1870	16	225	1	40,000 00	.....	.....	.....	.....	.....
For improvement of Connecticut River above Hartford and below Holyoke	Mar. 3, 1871	16	540	1	20,000 00	.....	.....	.....	.....	.....
For improvement of Connecticut River below Hartford	Mar. 3, 1871	16	541	1	35,000 00	1871	25,000 00	.....	.....	25,000 00
	.....	.....	.....	.....	.....	1872	60,000 00	.....	.....	60,000 00
For the improvement of the Connecticut River on or above Enfield Falls and below Holyoke	June 10, 1872	17	374	1	25,000 00	.....	.....	.....	.....	.....
For the improvement of the Connecticut River below Hartford, including Saybrook Bar, at the mouth of the river	June 10, 1872	17	374	1	40,000 00	.....	.....	.....	.....	.....
For the improvement of Connecticut River below Hartford	Mar. 3, 1873	17	564	1	20,000 00	.....	.....	.....	.....	.....
For the improvement of Connecticut River above Hartford and below Enfield Falls	Mar. 3, 1873	17	565	1	20,000 00	1873	20,000 00	.....	.....	20,000 00
	.....	.....	.....	.....	.....	1874	73,000 00	.....	.....	73,000 00
For continuing the improvement of the Connecticut River below Hartford	June 23, 1874	18	241	1	20,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	460	1	20,000 00	1875	20,000 00	.....	.....	20,000 00
	.....	.....	.....	.....	.....	1876	20,000 00	.....	.....	20,000 00
	Aug. 14, 1876	19	133	1	20,000 00	1877	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1878	10,000 00	.....	.....	10,000 00
For improving Connecticut River below Hartford, $30,000; of which sum $5,000 shall be used for dredging the river between Hartford and Middletown; and $2,000 for improving the mouth of Salmon River in the town of East Haddam	June 18, 1878	20	159	1	30,000 00	1879	37,000 00	.....	.....	37,000 00

For improving Connecticut River below Hartford, including dredging between Hartford and Middletown	Mar. 3, 1879	20	363	1	10,000 00	1880	10,000 00			10,000 00
For improving Connecticut River below Hartford, continuing improvement	June 14, 1880	21	184	1	10,000 00					
For improving Connecticut River between Hartford and Holyoke	June 14, 1880	21	192	1	15,000 00	1881	20,000 00			20,000 00
For improving Connecticut River below Hartford, of which sum $10,000 shall be used to continue the work in progress on the bar at the mouth of the river and $3,000 in dredging the channel below Rocky Hill	Mar. 3, 1881	21	473	1	30,000 00	1882	30,000 00			30,000 00
Total					355,130 00		335,130 00	69 06	69 06	335,060 94
Balance									20,000 00	
Housatonic River.										
	Mar. 3, 1871	16	541	1	15,000 00	1871	1,000 00			1,000 00
						1872	14,000 00			14,000 00
	June 10, 1872	17	374	1	15,000 00					
	Mar. 3, 1873	17	565	1	10,000 00	1873	15,000 00			15,000 00
						1874	10,000 00			10,000 00
For the improvement of the Housatonic River, Connecticut	June 23, 1874	18	241	1	10,000 00					
	Mar. 3, 1875	18	460	1	5,000 00	1875	10,000 00			10,000 00
						1876	2,000 00			2,000 00
						1877	3,000 00			3,000 00
	June 18, 1878	20	159	1	5,000 00	1879	5,000 00			5,000 00
	June 14, 1880	21	184	1	2,000 00	1881	2,000 00			2,000 00
	Mar. 3, 1881	21	473	1	2,000 00	1882	2,000 00			2,000 00
Total					64,000 00		64,000 00			64,000 00
Little Narragansett Bay.										
Connecticut and Rhode Island. See "Miscellaneous," *post.*										
Milford Harbor.										
	June 23, 1874	18	241	1	5,000 00					
	Mar. 3, 1875	18	460	1	13,000 00	1875	5,000 00			5,000 00
						1876	8,000 00			8,000 00
For the improvement of the harbor at Milford, Conn						1877	5,000 00			5,000 00
	June 18, 1878	20	159	1	10,000 00	1879	10,000 00			10,000 00
	June 14, 1880	21	180	1	5,000 00	1881	5,000 00			5,000 00
Total					33,000 00		33,000 00			33,000 00
Mill River.										
For improving the navigation of Mill River, Connecticut, by removing obstructions in the said river, and constructing such works as will prevent the sand from filling up the channel of the same	Mar. 2, 1829	4	347	1	6,097 00	1829	3,941 00			3,941 00
						1830	2,156 00			2,156 00
For completing the breakwater and dyke and deepening the channel in the harbor of Mill River	July 31, 1832	4	552	1	4,490 43	1832	3,380 00			3,380 00
						1833	1,110 43			1,110 43
Total					10,587 43		10,587 43			10,587 43
New Haven Breakwater.										
For construction of breakwater at New Haven, Conn	Mar. 3, 1879	20	371	1	30,000 00	1880	5,000 00			5,000 00
For construction of breakwater, continuing operations	June 14, 1880	21	184	1	30,000 00	1881	55,000 00			55,000 00
	Mar. 3, 1881	21	469	1	60,000 00	1882	60,000 00			60,000 00
Total					120,000 00		120,000 00			120,000 00
New Haven Harbor.										
For the removal of Middle Rock, designated on the chart as Rocky Buoy, in the harbor of New Haven, Conn	Aug. 30, 1852	10	57		6,000 00	1854	100 00			100 00
						1855	5,900 00			5,900 00
	July 11, 1870	16	225	1	15,000 00					
For improvement of New Haven Harbor	Mar. 3, 1871	16	541	1	40,000 00	1871	10,000 00	250 56		9,749 44
						1872	40,000 00		250 56	40,000 00
For removal of rocks at New Haven Harbor	June 10, 1872	17	375	1	15,000 00					

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
New Haven Harbor—Continued.										
	June 10, 1872	17	374	1	$20,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	565	1	25,000 00	1873	$25,000 00	.....	.....	$25,000 00
	.....	.....	.....	.....	.....	1874	35,000 00	.....	.....	35,000 00
For the improvement of New Haven Harbor	Mar. 3, 1875	18	460	1	10,000 00	1875	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1876	10,000 00	.....	.....	10,000 00
	June 18, 1878	20	158	1	25,000 00	1879	25,000 00	.....	.....	25,000 00
	Mar. 3, 1879	20	363	1	15,000 00	1880	15,000 00	.....	.....	15,000 00
For the improvement of New Haven Harbor, continuing improvement	June 14, 1880	21	180	1	15,000 00	1881	15,000 00	.....	.....	15,000 00
	Mar. 3, 1881	21	469	1	15,000 00	1882	15,000 00	.....	.....	15,000 00
Total	.....	.....	.....	.....	201,000 00	.....	201,000 00	$250 56	$250 56	200,749 44
New London Harbor.										
For improving New London Harbor, Connecticut	Mar. 3, 1881	21	473	1	4,300 00	1882	4,300 00	.....	.....	4,300 00
Norwalk Harbor.										
For making a survey of the harbor of Norwalk, Connecticut, with a view to its improvement	Mar. 2, 1829	4	347	1	80 00	1829	80 00	.....	.....	80 00
For the improvement of Norwalk Harbor, Connecticut, between the bridge and the railroad drawbridge	June 10, 1872	17	374	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	565	1	10,000 00	1873	15,000 00	.....	.....	15,000 00
	.....	.....	.....	.....	.....	1874	5,000 00	.....	.....	5,000 00
	June 23, 1874	18	241	1	10,000 00	.....	.....	.....	.....	.....
For the improvement of Norwalk Harbor	Mar. 3, 1875	18	460	1	7,000 00	1875	15,000 00	.....	.....	15,000 00
	.....	.....	.....	.....	.....	1876	2,000 00	.....	.....	2,000 00
	June 18, 1878	20	159	1	6,000 00	1879	6,000 00	.....	.....	6,000 00
For improving harbor at Norwalk, of which sum not exceeding $1,500 shall be expended on the bar below the bridge	Mar. 3, 1879	20	363	1	10,000 00	1880	10,000 00	.....	.....	10,000 00
For continuing improvement, and so much of said appropriation as shall be necessary therefor shall be so expended as to have the channel 6 feet deep at low water between the steamboat landing in said Norwalk and Long Island Sound	June 14, 1880	21	180	1	5,000 00	1881	5,000 00	.....	.....	5,000 00
For improving harbor at Norwalk	Mar. 3, 1881	21	469	1	5,000 00	1882	5,000 00	.....	.....	5,000 00
Total	.....	.....	.....	.....	63,080 00	.....	63,080 00	.....	.....	63,080 00
Pawcatuck River.										
Connecticut and Rhode Island. See "Miscellaneous," *post.*										
Saybrook Harbor.										
For improving the harbor of Saybrook, Conn., by removing the bar at the mouth of Connecticut River	July 4, 1836	5	129	1	20,000 00	1837	500 00	500 00	.....	.....
	.....	.....	.....	.....	.....	1838	4,290 00	.....	15,710 00	4,290 00
For improving the harbor of Saybrook by removing the bar at the mouth of Connecticut River, being the balance of an appropriation carried to the surplus fund	Mar. 3, 1839	5	347	1	15,710 00	1839	6,460 00	.....	.....	6,460 00
	.....	.....	.....	.....	.....	1840	9,250 00	.....	.....	9,199 91
	.....	.....	.....	.....	.....	1841	.....	50 09	50 09	.....
To pay Randall, Haskell and Holmes balance due	Mar. 1, 1843	6	888	.....	3,471 57	1844	3,471 57	.....	.....	3,471 57
Total	.....	.....	.....	.....	39,181 57	.....	23,971 57	550 09	15,760 09	23,421 48
Southport Harbor.										
For securing the public works at the harbor of Southport, Conn	July 14, 1836	5	129	1	1,500 00	1836	1,000 00	.....	.....	1,000 00
	Mar. 3, 1837	5	189	1	1,000 00	1837	1,500 00	.....	.....	1,500 00
For the repair of the breakwater and piers at the harbor of Southport	Mar. 3, 1875	18	461	1	5,000 00	1876	5,000 00	.....	.....	5,000 00

For continuing improvement	Aug. 4, 1876	19	135	1	5,000 00	1877	3,000 00			3,000 00
						1878	2,000 00			2,000 00
	June 14, 1880	21	180	1	2,500 00	1881	2,500 00			2,500 00
	Mar. 3, 1881	21	469	1	2,500 00	1882	2,500 00			2,500 00
Total					17,500 00		17,500 00			17,500 00
Stamford Harbor.										
For making a survey of the harbor of Stamford, Connecticut, with a view to its improvement	Mar. 2, 1829	4	347	1	100 00	1829	100 00			83 40
						1833		16 60	16 60	
Total					100 00		100 00	16 60	16 60	83 40
Stonington Harbor.										
For making a survey and examination to ascertain the expediency and expense of erecting a pier in Stonington Harbor, Connecticut	Mar. 2, 1827	4	229	1	200 00	1827	200 00			200 00
Towards erecting piers or other works at or near Stonington Harbor for the purpose of making the same a good and secure harbor	May 23, 1828	4	289	1	20,000 00	1829	19,358 14	6 37		19,351 77
For erecting piers or other works at or near Stonington Harbor	Apr. 23, 1830	4	395		16,491 67	1830	9,712 72		6 37	9,712 72
						1831	5,250 00			5,250 00
						1832			2,170 81	
For payment of balance due Gurdon Trumbull, superintendent of the public works at Stonington Harbor	June 27, 1834	4	698	1	262 16	1835	262 16			262 16
For the improvement of Stonington Harbor by deepening and dredging the same and its approaches	Mar. 3, 1873	17	565	1	25,000 00	1874	25,000 00			25,000 00
For continuing the improvement of the harbor at Stonington	June 23, 1874	18	241	1	20,000 00					
	Mar. 3, 1875	18	460	1	25,000 00	1875	20,000 00			20,000 00
						1876	25,000 00			25,000 00
For improving harbor at Stonington	June 18, 1878	20	159	1	40,000 00	1879	40,000 00			40,000 00
	Mar. 3, 1879	20	363	1	37,500 00	1880	37,000 00			37,000 00
	June 14, 1880	21	190	1	25,000 00	1881	25,500 00			25,500 00
	Mar. 3, 1881	21	469	1	30,000 00	1882	30,000 00			30,000 00
Total					239,453 83		237,283 02	6 37	2,177 18	237,276 65
Thames River.										
For making a survey of the river Thames with a view to improve the navigation of the same, and the cost of such improvements	Mar. 2, 1829	4	347	2	150 00	1829	150 00			144 76
						1833		5 24	5 24	
For deepening the channel of the river Thames leading into Norwich Harbor	July 4, 1836	5	129	1	10,000 00	1836	10,000 00			10,000 00
For continuing the improvement of the channel of the river Thames leading into Norwich Harbor, Connecticut	Mar. 3, 1837	5	189	1	20,000 00	1837	20,000 00			20,000 00
	July 7, 1838	5	269	1	10,000 00	1838	10,000 00			10,000 00
For improvement of Thames River	June 23, 1866	14	71	1	10,000 00					
	Mar. 2, 1867	14	420	1	36,000 00	1867	16,000 00			16,000 00
For dredging and maintaining the channel of the Thames river near Norwich, to complete the work	Mar. 2, 1867	14	469	1	36,000 00	1868	26,000 00			26,000 00
						1869	30,000 00	6 00		29,994 00
						1870	9,909 84			9,909 84
For the improvement of the Thames River	Mar. 3, 1871	16	540	1	15,000 00	1871	1,044 74	548 58		496 16
						1872	5,000 00	30		4,999 70
	June 10, 1872	17	374	1	10,000 00	1873	19,600 00			19,600 00
						1877			30	
	June 20, 1878	20	159	1	10,000 00	1879	10,000 00			10,000 00
For the improvement of the Thames River to secure a 14-foot channel	Mar. 3, 1879	20	363	1	12,000 00	1880	12,000 00			12,000 00
For the improvement of the Thames River, of which sum $2,500 shall be expended in the removal of rocks and sand from New London Harbor	June 14, 1880	21	184	1	25,000 00	1881	25,000 00			25,000 00
For improving Thames River	Mar. 3, 1881	21	473	1	30,000 00	1882	10,000 00			10,000 00
Total					224,150 00		204,704 58	560 12	5 54	204,144 46
Balance									20,000 00	

NOTE.—The act of March 3, 1821 (3 Statutes, 635), appropriated $150 "For the purpose of enabling the Secretary of the Navy to remove obstructions placed in the river Thames, in Connecticut, by the commander of the American ships during the late war." This sum was so expended in 1821, and is included in the expenditures on account of the Navy Department. (See Senate Ex. Doc No. 3, 1st Sess. 45th Cong., page 110.)

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Westport (or Saugatuck) Harbor.										
For making a survey of Saugatuck River and harbor, and to ascertain the expediency and expense of removing the obstructions to the navigation thereof, and of facilitating the commercial intercourse	May 20, 1826	4	176	1	$400 00	1826	$400 00			$400 00
For removing obstructions to the navigation of Saugatuck River, and protecting Saugatuck Harbor by a suitable work to prevent the washing of the sand from Cedar Point into said harbor	Mar. 2, 1827	4	229	1	1,500 00	1827	1,500 00			1,471 97
						1828	2 00	$30 03		
						1829			$28 03	
For the removing obstructions in the Saugatuck River	Apr. 30, 1830	4	397		28 00	1832			28 00	
For improving the harbor of Westport (or Saugatuck), agreeably to the report of John Anderson, of the Engineer Corps	July 4, 1836	5	129	1	3,000 00	1836	1,500 00			1,500 00
For improving the harbor of Westport, Connecticut	Mar. 3, 1837	5	189	1	3,734 00	1837	2,500 00			2,500 00
	July 7, 1838	5	269	1	4,782 00	1838	2,990 00			2,990 00
						1839	2,800 00			2,800 00
						1840	1,726 00			1,726 00
For deepening and improving Westport Harbor	Mar. 2, 1867	14	469	1	2,500 00	1868	2,500 00	1,550 00		950 00
						1870	3 09			3 09
For improvement of Westport Harbor	July 11, 1870	16	226	1	2,500 00	1871	2,500 00	546 10		1,953 90
						1872	2,093 01			2,093 01
Total					18,444 00		20,514 10	2,126 13	56 03	18,387 97
DELAWARE.										
Broad Creek.										
For improving Broad Creek from its mouth to Laurel, Del	June 14, 1880	21	190	1	5,000 00	1881	500 00			500 00
	Mar. 3, 1881	21	474	1	10,000 00	1882	14,500 00			14,500 00
Total					15,000 00		15,000 00			15,000 00
Broadkiln River.										
For the improvement of Broadkiln River, Delaware	Mar. 3, 1873	17	564	1	10,000 00	1874	10,000 00			10,000 00
	June 14, 1880	21	190	1	5,000 00	1881	1,100 00			1,100 00
	Mar. 3, 1881	21	473	1	5,000 00					
Total					20,000 00		11,100 00			11,100 00
Balance									8,900 00	
Delaware Breakwater.										
The act of May 7, 1822, provides, "That the Secretary of the Treasury be authorized and required to cause to be erected in the Bay of Delaware, at or near a place called the Shears, near Cape Henlopen, by contract or contracts, to be approved by the President of the United States, two piers of sufficient dimensions to be a harbor or shelter for vessels from the ice, if, after a survey made under his direction, the measure shall be deemed expedient, and provided that the jurisdiction of the site where such piers may be erected, shall be first ceded to the United States according to the conditions in such case by law provided"	May 7, 1822	3	699	6	22,700 00	1822	530 00			530 00
						1823	99 00			99 00
						1824			21,741 00	
						1825	330 00	18 91	18 91	311 09
The act of May 23, 1828, provides, "That the President of the United States cause to be made near the mouth of Delaware Bay, a breakwater, and appropriates therefor $250,000"	May 23, 1828	4	290	1	250,000 00	1828	6,000 00			6,000 00
						1829	78,334 50	3,556 50		74,778 00

For carrying on the works of the Delaware breakwater for the year 1830, and for carrying on the same works during the first quarter of 1831	Apr. 23, 1830	4	395	.....	100,000 00	1830	269,222 00	.....	.....	269,222 00
	Apr. 23, 1830	4	395	.....	62,000 00	.....	.....	.....	.....	.....
For carrying on the work of the Delaware breakwater	Mar. 2, 1831	4	460	.....	208,000 00	1831	251,031 50	.....	.....	251,031 50
	July 3, 1832	4	551	1	270,000 00	1832	225,750 00	.....	.....	225,750 00
For carrying on the Delaware breakwater	Mar. 3, 1833	4	648	1	270,000 00	1833	331,105 80	47 78	.....	331,058 02
	June 28, 1834	4	703	.....	270,000 00	1834	269,144 00	13,71	.....	269,130 29
For the Delaware breakwater: *Provided*, That only so much of this sum shall be applied as in the opinion of the Secretary of War may be advantageously expended in the present situation of the said work	Mar. 3, 1835	4	754	.....	100,000 00	1835	37,648 16	.....	.....	37,648 16
For continuing the Delaware breakwater	July 2, 1836	5	67	.....	100,000 00	1836	145,595 00	.....	.....	145,595 00
For a survey of Crow Shoal in Delaware Bay to ascertain the expediency of constructing a breakwater or artificial harbor	July 4, 1836	5	130	1	1,000 00	1836	1,000 00	.....	.....	792 40
	.....	....	.....	.....	.....	1854	.....	207 60	207 60	.....
For continuing the Delaware breakwater, and constructing a wharf or mole pursuant to the report of Captain Delafield	Mar. 3, 1837	5	189	1	141,000 00	1837	163,076 60	2,289 57	.....	160,787 03
For continuing the Delaware breakwater	July 7, 1838	5	269	1	150,000 00	1838	75,000 00	.....	.....	75,000 00
	.....	....	.....	.....	.....	1839	73,000 00	1,495 25	.....	71,504 75
	.....	....	.....	.....	.....	1840	3,969 34	778 84	304 75	3,190 50
	Aug. 30, 1852	10	56	.....	30,000 00	1853	10,500 00	.....	.....	10,500 00
	.....	....	.....	.....	.....	1854	19,546 20	46 25	.....	19,366 85
	.....	....	.....	.....	.....	1855	.....	.....	05	.....
	.....	....	.....	.....	.....	1857	10 75	143 85	.....	.....
	.....	....	.....	.....	.....	1858	133 10	.....	.....	113 22
	.....	....	.....	.....	.....	1859	83 10	83 10	.....	.....
	.....	....	.....	.....	.....	1861	.....	19 88	19 88	.....
For permanent works of the Delaware breakwater harbor	Feb. 20, 1863	12	655	.....	100,000 00	.....	.....	.....	.....	.....
	July 2, 1864	13	354	.....	100,000 00	.....	.....	.....	.....	.....
For completion and repair of Delaware breakwater, Delaware Bay	June 23, 1866	14	71	1	107,910 00	.....	.....	.....	.....	.....
For improvement of Delaware breakwater, Delaware Bay	Mar. 2, 1867	14	420	1	109,493 70	1867	27,800 00	.....	.....	27,800 00
	.....	....	.....	.....	.....	1868	45,000 00	.....	.....	45,000 00
For the removal from the harbor at Delaware breakwater and the entrance thereto, and in the main ship channel of the Delaware Bay and river, several vessels which were sunk in the year 1877, and now forming obstructions endangering the safety of vessels entering said harbor, after reasonable notice to the owners of such vessels to remove the same	.....	....	.....	.....	.....	1869	86,000 00	.....	.....	86,000 00
	.....	....	.....	.....	.....	1870	56,701 42	20 02	.....	56,650 30
	.....	....	.....	.....	.....	1871	27 40	58 50	.....	.....
	.....	....	.....	.....	.....	1872	1,000 00	.....	200,000 00	1,000 00
	.....	....	.....	.....	.....	1873	953 40	.....	.....	953 40
	Jan. 23, 1880	21	61	.....	25,000 00	1880	9,500 00	.....	.....	9,500 00
	.....	....	.....	.....	.....	1882	15,500 00	.....	.....	15,500 00
Total	.....	....	.....	.....	2,417,103 70	.....	2,203,591 27	8,779 76	222,292 19	2,194,811 51
Duck Creek.										
For improving the mouth of Duck Creek, Delaware	June 14, 1880	21	190	1	5,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	474	1	3,000 00	1881	8,000 00	.....	.....	8,000 00
Total	.....	....	.....	.....	8,000 00	.....	8,000 00	.....	.....	8,000 00
Lewes Pier.										
For constructing a good and substantial pier of stone or iron at or near Lewes, Del	July 15, 1870	16	310	12	225,000 00	1871	8,000 00	.....	.....	8,000 00
	.....	....	.....	.....	.....	1872	78,500 00	.....	.....	78,500 00
	.....	....	.....	.....	.....	1873	130,500 00	.....	.....	130,500 00
For continuing United States pier in Delaware Bay near Lewes	June 23, 1874	18	240	1	10,000 00	1874	8,000 00	.....	.....	8,000 00
	Mar. 3, 1875	18	457	1	25,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	459	1	15,000 00	1875	43,000 00	.....	.....	43,000 00
	.....	....	.....	.....	.....	1876	7,000 00	.....	.....	7,000 00
	Aug. 14, 1876	19	134	1	30,000 00	1877	20,000 00	.....	.....	20,000 00
	.....	....	.....	.....	.....	1878	11,619 77	1,619 77	.....	10,000 00
	June 18, 1878	20	159	1	20,000 00	1879	20,000 00	.....	.....	20,000 00
For constructing pier in Delaware Bay near Lewes	Mar. 3, 1879	20	364	1	10,500 00	1880	10,500 00	.....	.....	10,500 00
	June 14, 1880	21	181	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	470	1	10,000 00	1881	15,000 00	.....	.....	15,000 00
	.....	....	.....	.....	.....	1882	5,000 00	.....	.....	5,000 00
Total	.....	....	.....	.....	355,500 00	.....	357,119 77	1,619 77	.....	355,500 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Mispillion Creek.										
For improving Mispillion Creek, Delaware	Mar. 3, 1879	20	370	1	$3,000 00	1880	$3,000 00			$3,000 00
	June 14, 1880	21	185	1	4,000 00					
	Mar. 3, 1881	21	474	1	3,500 00	1881	5,500 00			5,500 00
						1882	2,000 00			2,000 00
Total					10,500 00		10,500 00			10,500 00
New Castle Harbor.										
For building piers at proper sites, in the River Delaware, at New Castle, and for repairing the old piers at the same place, and deepening the water around them	May 20, 1826	4	176	1	25,000 00	1826	104 01			104 01
						1827	2,000 00			2,000 00
						1828	5,000 00		$17,895 99	5,000 00
For piers at New Castle, Del	Mar. 2, 1829	4	349	1	17,895 99	1829	17,895 99			17,895 99
						1831	26 92	$26 92		
For continuing the improvement of the harbor at New Castle.	July 2, 1836	5	68		25,000 00	1836	25,000 00			25,000 00
	Mar. 3, 1837	5	189	1	10,000 00	1837	10,000 00			10,000 00
	July 7, 1838	5	269	1	11,573 00	1838	7,000 00			7,000 00
						1839	3,690 00			3,690 00
						1840	883 00	373 18	373 18	509 82
For repairing the piers and for improving the harbor at New Castle	Aug. 30, 1852	10	60		15,000 00	1853	500 00			500 00
						1854	14,506 00	6 00		14,384 12
						1857		115 88		
						1858	115 88			100 00
						1859		15 88	15 88	
For the repair of pier of the ice-harbor at New Castle, and for building a new pier at said harbor	July 15, 1870	16	297	1	2,500 00	1871	2,500 00			2,500 00
	June 10, 1872	17	373	1	27,000 00					
	Mar. 3, 1873	17	564	1	20,000 00	1873	22,000 00			22,000 00
						1874	20,500 00			20,500 00
For the removal of obstructions in the harbor and the construction of a pier at New Castle	June 27, 1874	18	240	1	10,000 00					
	Mar. 3, 1875	18	457	1	20,000 00	1875	7,500 00			7,500 00
						1876	27,000 00			27,000 00
For the construction of piers of ice harbor, and removing obstructions at New Castle	Aug. 14, 1876	19	137	1	12,000 00	1877	6,000 00			6,000 00
						1878	10,815 48	4,815 48		6,000 00
For continuing the construction of ice-harbor at New Castle	June 18, 1878	20	153	1	10,000 00	1879	10,000 00			10,000 00
For piers of ice-harbor at New Castle	Mar. 3, 1879	20	364	1	5,500 00	1880	5,500 00			5,500 00
For piers of ice-harbor at New Castle, continuing operations	June 14, 1880	21	181	1	3,000 00	1881	3,000 00			3,000 00
For piers of ice-harbor at New Castle, completing improvement	Mar. 3, 1881	21	470	1	20,000 00	1882	20,000 00			20,000 00
Total					234,468 99		221,537 28	5,353 34	18,285 05	216,183 94
Reedy Island Harbor.										
For defraying the expense of an examination of the public piers at Port Penn, Marcus Hook, and Fort Mifflin, in the Delaware River, in the States of Pennsylvania and Delaware, in order to determine the expediency and expense of repairing and improving the same	Mar. 2, 1827	4	229	1	100 00	1827	100 00			100 00
For repairing the public piers at Port Penn, Marcus Hook, and Fort Mifflin	May 23, 1828	4	289	1	4,413 00	1828	4,413 00	36 11		4,376 89
						1829			36 11	
For improving the harbors of Port Penn, New Castle, Marcus Hook, and Chester, in the Delaware River	Apr. 23, 1830	4	395		10,000 00	1830	6,600 00			6,600 00
	Mar. 2, 1831	4	460		4,000 00	1831	7,400 00	3 44	3 44	7,396 56
	July 3, 1832	4	552	1	10,000 00	1832	5,550 00			5,550 00
	Mar. 2, 1833	4	648	1	4,000 00	1833	7,500 00			7,500 00
	June 28, 1834	4	703		6,133 00	1834	2,050 00			2,050 00
	Mar. 3, 1835	4	754		6,000 00	1835	11,033 00			11,010 92
						1837		22 08	22 08	

For the construction of a harbor on the east side of Reedy Island, Port Penn, Del	Aug. 30, 1852	10	56	1	51,090 00	1853	18,000 00			18,000 00
						1854	33,090 00			32,964 03
						1857		125 97		
						1858	125 97			47 57
						1859	97		97	
						1861		77 43	77 43	
Total					95,736 00		95,861 97	266 00	140 03	95,595 97
Saint Jones River.										
For the improvement of Saint Jones River, Delaware	Mar. 3, 1881	21	482	1	5,000 00	1881	500 00			500 00
Balance									4,500 00	
Wilmington Harbor.										
For improving the harbor of Wilmington by removing the bar at the mouth of Christiana River according to the plans recommended by Hartman Bache, of the Engineer Corps	July 4, 1836	5	130	1	15,000 00	1836	15,000 00			15,000 00
For continuing the improvement of the harbor of Wilmington, Del	Mar. 3, 1837	5	189	1	8,000 00	1837	3,000 00			3,000 00
	July 7, 1838	5	269	1	9,356 00	1838	5,000 00			5,000 00
						1839	2,797 00			2,797 00
						1840	4,147 78		2,411 22	4,147 78
For the improvement of Wilmington Harbor	July 11, 1870	16	226	1	15,000 00	1871	6,500 00			6,500 00
	June 10, 1872	17	373	1	10,000 00	1872	8,500 00			8,500 00
	Mar. 3, 1873	17	564	1	6,000 00	1873	11,000 00			11,000 00
						1874	5,000 00			5,000 00
	June 23, 1874	18	240	1	6,000 00					
	Mar. 3, 1875	18	459	1	10,000 00	1875	8,000 00			8,000 00
						1876	8,000 00			8,000 00
For removing the obstructions from, and the improvement of, the harbor at Wilmington	Aug. 14, 1876	19	134	1	16,000 00	1877	12,500 00			12,500 00
						1878	7,259 90	3,759 90		3,500 00
For improving harbor at Wilmington	June 18, 1878	20	159	1	7,000 00	1879	7,000 00			7,000 00
	Mar. 3, 1879	20	364	1	3,500 00	1880	3,500 00			3,500 00
For improving harbor at Wilmington: to dredge the bar and channel at the mouth of the Christiana River, and make such survey as may be necessary to determine the site of such works as may be necessary for the permanent improvement of said river	June 14, 1880	21	181	1	10,000 00					
For improving Christiana River and Wilmington Harbor, deepening the channel and improving the harbor of Christiana River from the Delaware River to and above the site of Wilmington, in accordance with the surveys and plans of the United States Engineer department	Mar. 3, 1881	21	480	1	50,000 00	1881	11,500 00			11,500 00
						1882	21,500 00			21,500 00
Total					165,856 00		140,204 68	3,759 90	2,411 22	136,444 78
Balance									27,000 00	
FLORIDA.										
Appalachicola River.										
For removing obstructions in the Appalachicola River, in the Territory of Florida	May 23, 1828	4	289	1	3,000 00	1828	1,500 00			1,500 00
						1829	1,500 00			1,500 00
For completing the removal of obstructions in the Appalachicola River, in Florida	Apr. 23, 1830	4	395		2,000 00	1830	2,000 00			2,000 00
	Mar. 2, 1831	4	460		8,000 00	1831	8,000 00			8,000 00
For the completion of the removal of the obstructions in the harbor and river Appalachicola, in Florida, according to the report and estimate of the engineer, Lieutenant Long, including the unexpended appropriation of last year	Mar. 2, 1833	4	649	1	8,700 00	1833	5,000 00			5,000 00
						1834	3,700 00			3,542 03
						1839		157 97	157 97	
For a survey of the East Pass into Appalachicola Bay and river, to ascertain the practicability and cost of removing obstructions and improving the harbor	June 30, 1834	4	723		500 00	1834	500 00			500 00
For removing a mud shoal called the Bulk Head, in the channel from East Pass to Appalachicola	July 4, 1836	5	130	1	10,000 00	1837	100 00			100 00
						1838			9,900 00	
For deepening the straight channel of the East Pass to Appalachicola	Mar. 3, 1839	5	347	1	9,900 00	1839	9,900 00			9,900 00
For compensation to William Gibbs McNeill, being an excess of expenditures over and above the appropriation for surveys made under his direction, of the East Pass of the Appalachicola Bay	May 8, 1840	5	379		150 29	1840	150 29			150 29

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Appalachicola River—Continued.										
For the improvement of the Appalachicola River	June 23, 1874	18	240	1	$10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	459	1	10,000 00	1875	$10,000 00	.....	.....	$10,000 00
	.....	.....	.....	.....	.....	1876	3,000 00	.....	.....	3,000 00
	.....	.....	.....	.....	.....	1877	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1878	2,000 00	.....	.....	2,000 00
For improving the Appalachicola River, including the slough connecting the Appalachicola with the Chipola River	June 18, 1878	20	153	1	8,000 00	1879	8,000 00	.....	.....	8,000 00
	Mar. 3, 1879	20	365	1	5,000 00	1880	5,000 00	.....	.....	5,000 00
	June 14, 1880	21	186	1	2,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	476	1	1,500 00	1882	3,500 00	.....	.....	3,500 00
For improving Appalachicola Bay	June 14, 1880	21	186	1	10,000 00	1881	10,000 00	.....	.....	10,000 00
	Mar. 3, 1881	21	470	1	10,000 00	1882	10,000 00	.....	.....	10,000 00
Total	.....	.....	.....	.....	98,750 29	.....	88,850 29	$157 97	$10,057 97	88,692 32
Cedar Keys Harbor.										
For dredging the bar at the mouth of the harbor of Cedar Keys, Fla	June 10, 1872	17	373	1	7,500 00	1874	545 00	.....	.....	545 00
For the improvement of the harbor at Cedar Keys	Mar. 3, 1875	18	459	1	15,000 00	1875	6,846 50	.....	.....	6,846 50
	.....	.....	.....	.....	.....	1876	15,108 50	.....	.....	15,108 50
	Aug. 14, 1876	19	135	1	10,000 00	1877	10,000 00	.....	.....	10,000 00
	Ju e 18, 1878	20	153	1	20,000 00	1879	20,000 00	.....	.....	20,000 00
	Mar. 3, 1879	20	365	1	15,000 00	1880	10,000 00	.....	.....	10,000 00
	June 14, 1880	21	181	1	15,000 00	1881	15,500 00	.....	.....	15,500 00
	.....	.....	.....	.....	.....	1882	4,500 00	.....	.....	4,500 00
Total	.....	.....	.....	.....	82,500 00	.....	82,500 00	.....	.....	82,500 00
Chattahoochie and Flint Rivers. Florida, Alabama, and Georgia. See "Miscellaneous," *post.*										
Chipola River.										
For removing obstructions in the Chipola River, in Florida	Feb. 24, 1835	4	753	.....	5,000 00	1835	1,000 00	.....	.....	1,000 00
For continuing the removal of obstructions in the Chipola River, in the Territory of Florida	July 2, 1836	5	68	.....	4,000 00	1836	2,000 00	.....	.....	2,000 00
	.....	.....	.....	.....	.....	1838	.....	.....	6,000 00	.....
Total	.....	.....	.....	.....	9,000 00	.....	3,000 00	.....	6,000 00	3,000 00
Choctawhatchie River. Florida and Alabama. See "Miscellaneous," *post.*										
Cumberland Sound. Florida and Georgia. See "Miscellaneous," *post.*										
Escambia River. Florida and Alabama. See "Miscellaneous," *post.*										
Indian River.										
For connecting the waters of Indian River and Mosquito Lagoon, at the Haulover, Florida	June 11, 1844	5	670	.....	1,500 00	1848	.....	.....	1,500 00	.....
	Aug. 30, 1852	10	60	1	5,000 00	1853	400 00	.....	.....	400 00
	.....	.....	.....	.....	.....	1854	4,600 00	.....	.....	4,594 94
	.....	.....	.....	.....	.....	1857	.....	5 06	.....	.....
	.....	.....	.....	.....	.....	1858	.....	.....	5 06	.....
Total	.....	.....	.....	.....	6,500 00	.....	5,000 00	5 06	1,505 06	4,994 94

Ochlawaha River.										
For clearing out the Ochlawaha River from the Saint John's to Glassall's Spring, near Camp King, for the transportation of provisions and military stores to the garrison at that place, as estimated in the report of the Quartermaster-General	Feb. 24, 1835	4	752		10,000 00	1835	6,000 00			3,911 95
						1837		48 58	4,048 58	
						1840		1,074 10	1,074 10	
						1841		965 37	965 37	
Total					10,000 00		6,000 00	2,088 05	6,088 05	3,911 95
Ochlochney River.										
For improving the navigation of the Ochlochney River, Florida	Mar. 2, 1833	4	645	1	5,000 00	1833	5,000 00			5,000 00
Peas Creek.										
For improving Peas Creek, Florida	Mar. 13, 1881	21	476	1	7,000 00	1882	7,000 00			7,000 00
Pensacola Harbor.										
For improving the harbor, including survey and estimate for removal of wrecks at Pensacola, Fla	June 18, 1878	20	158	1	20,000 00	1879	15,000 00			15,000 00
For improving Pensacola Harbor	Mar. 3, 1879	20	365	1	10,000 00	1880	2,000 00			2,000 00
	June 14, 1880	21	181	1	40,000 00	1881	3,000 00			3,000 00
	Mar. 3, 1881	21	481	1	20,000 00	1882	25,000 00			25,000 00
Total					90,000 00		45,000 00			45,000 00
Balance									45,000 00	
Saint Augustine Harbor.										
For making a survey of the harbor of Saint Augustine, and the bar or near the entrance of the same, with a view to remove the latter, and to render the access to the harbor safe at all times, and to make an estimate of the cost of accomplishing that object	Mar. 2, 1829	4	348	2	300 00	1829	300 00			300 00
For payment of Maj. P. H. Perrault balance due on account of the survey of the harbor of Saint Augustine, Fla	June 27, 1834	4	698	1	2 84	1834	2 84			2 84
For continuing sea-wall at Saint Augustine	Mar. 3, 1841	5	415		15,000 00					
	Sept. 9, 1841	5	459	1	5,000 00	1841	10,800 00			10,800 00
						1842	4,200 00			4,200 00
						1843	440 60			440 60
						1844	4,559 40			4,559 40
For completing the sea-wall at Saint Augustine, including the transfer of the sum of $1,133.04, being a balance remaining in agent's hands of an appropriation for the repairs of Fort Marion	Mar. 3, 1845	5	744		5,266 96	1846	5,266 96			5,225 10
						1847	40 00	81 86		
						1848	41 86			41 86
For repairs of sea-wall, Saint Augustine	Mar. 3, 1849	9	374		5,000 00	1850	4,500 00			4,500 00
						1852	500 00			500 00
For filling in behind the United States sea-wall in the harbor of Saint Augustine with earth	Aug. 30, 1852	10	60	1	3,000 00	1853	1,100 00			1,100 00
						1854	1,900 00			1,803 63
						1857		6 17		
						1858			6 17	
						1861		90 20		
						1862			90 20	
Total					33,569 80		33,651 66	178 23	96 37	33,473 43
Saint John's River.										
For the improvement of the river Saint John, Florida	Aug. 30, 1852	10	60	1	10,000 00	1853	2,061 45			2,061 45
						1855	7,938 55			7,111 38
						1857		4 57		
						1858			4 57	
						1861		822 60		
						1862			822 60	
For improvement of the mouth of the Saint John's River	July 11, 1870	16	225	1	15,000 00					
For the improvement of the bar at the mouth of the Saint John's River	Mar. 3, 1871	16	541	1	15,000 00	1871	3,000 00			3,000 00
						1872	27,000 00			27,000 00
For dredging the bar at the mouth of Saint John's River	June 10, 1872	17	373	1	10,000 00					
For the improvement of Saint John's River	Mar. 3, 1873	17	563	1	10,000 00	1873	10,000 00			10,000 00
						1874	10,000 00			10,000 00
For continuing the improvement at the mouth of the Saint John's River, Florida, or may be used for dredging out the inside passage between the Saint John's and Nassau Inlet	June 23, 1874	18	240	1	10,000 00	1875	2,000 00			2,000 00
						1876	8,000 00			8,000 00
For deepening the bar at the mouth of Saint John's River	June 18, 1878	20	153	1	10,000 00	1879	10,000 00			10,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Saint John's River—Continued.										
For improving inside passage between Fernandina and Saint John's, Florida	Mar. 3, 1879	20	365	1	$7,000 00	1880	$7,000 00			$7,000 00
For improving inside passage between Fernandina and Saint John's, continuing improvements at such point as may be selected by the chief engineer and approved by the Secretary of War	June 14, 1880	21	186	1	7,000 00	1881	3,000 00			3,000 00
For improving Saint John's River by deepening the bar at the mouth thereof, according to the report of the chief of engineers made to the Secretary of War and reported to this Congress	June 14, 1880	21	193	1	125,000 00	1881	15,000 00			15,000 00
For improving Saint John's River	Mar. 3, 1881	21	476	1	100,000 00	1882	210,000 00			210,000 00
Total					319 000 00		315,000 00	$827 17	$827 17	314, 172 83
Balance									4,000 00	
Saint John's and Saint Mary's Rivers. Florida and Georgia. See "Miscellaneous," *post.*										
Saint Mark's River.										
For a survey of the river and harbor of Saint Mark's, in Florida, with a view to the practicability and expense of deepening the same	May 23, 1828	4	289		500 00	1828	302 75			302 75
						1830			197 25	
For improving the harbor of Saint Mark's by removing obstructions in the same	Mar. 2, 1829	4	348	2	6,500 00					
For completing the removal of obstructions in the river and harbor of Saint Mark's	Apr. 23, 1830	4	395		10,000 00	1830	7,000 00			7,000 00
	Mar. 2, 1831	4	460		7,430 00	1831	6,000 00			6,000 00
For the completion of the improvement of the harbor and river Saint Mark's, as recommended by the chief engineer	July 3, 1832	4	552	1	4,500 00	1832	11,500 00			11,500 00
For completing the improvement of Saint Mark's River and Harbor	Mar. 2, 1833	4	648	1	1,500 00	1833	5,430 00			5,430 00
	June 28, 1834	4	703		4,600 00	1834	4,500 00			4,429 21
						1836			100 00	
						1839		70 79	70 79	
For the removal of obstructions in the navigation of the river Saint Mark's above its confluence with the Wakulla River	June 15, 1844	5	670		2,500 00	1845	1,459 00			1,348 90
						1846		110 10		
						1848			1,151 10	
Total					37,530 00		36,191 75	180 89	1,519 14	36,010 86
Suwannee River.										
For the removal of obstructions at the mouth of the Suwannee River, and for the survey of the said river, with a view to its improvement	Mar. 3, 1839	5	331		15,000 00	1839	4,500 00			4,500 00
						1840	5,412 00			5,412 00
						1841	242 02		4,845 98	242 02
For improving Suwannee River, Florida	June 14, 1880	21	191	1	5,000 00	1881	5,000 00			5,000 00
	Mar. 3, 1881	21	476	1	3,000 00	1882	3,000 00			3,000 00
Total					23,000 00		18,154 02		4,845 98	18,154 02
Tampa Bay.										
For improving Tampa Bay, Florida, deepening the bar and channel from the bar to the town of Tampa	June 14, 1880	21	191	1	10,000 00	1881	10,000 00			10,000 00
	Mar. 3, 1881	21	470	1	10,000 00	1882	10,000 00			10,000 00
Total					20,000 00		20,000 00			20,000 00

Volusia Bar.										
For improving Volusia Bar, Florida	June 14, 1880	21	192	1	5,000 00	1881	5,000 00			5,000 00
	Mar. 3, 1881	21	476	1	5,500 00	1882	5,500 00			5,500 00
Total					10,500 00		10,500 00			10,500 00
Withlacooche River.										
For improving Withlacooche River, in Florida	Mar. 3, 1881	21	476	1	7,500 00	1882	7,500 00			7,500 00
Yellow River.										
For the survey of Yellow River, Florida, to ascertain the practicability and cost of removing the rafts which obstruct its navigability	Mar. 3, 1839	5	331		500 00	1839	500 00			442 49
						1841		12 02	12 02	
						1845		45 49		
						1846			45 49	
Total					500 00		500 00	57 51	57 51	442 49
GEORGIA.										
Altamaha River.										
For improving Altamaha River, Georgia	Mar. 3, 1881	21	480	1	5,000 00	1882	5,000 00			5,000 00
*Brunswick Harbor.**										
For the removal of the Brunswick Bar, with the view of improving the harbor of Brunswick	July 4, 1836	5	130	1	10,000 00	1837	44 00			44 00
						1838			9,956 00	
For improving Brunswick Harbor, Georgia	Mar. 3, 1879	20	372	1	20,000 00	1880	1,000 00			1,000 00
	June 14, 1880	21	181	1	10,000 00	1881	10,000 00			10,000 00
	Mar. 3, 1881	21	470	1	5,000 00	1882	24,000 00			24,000 00
Total					45,000 00		35,044 00		9,956 00	35,044 00
Chattahoochie and Flint Rivers. Georgia, Alabama, and Florida. See "Miscellaneous," *post.*										
Coosa River. Georgia and Alabama. See "Miscellaneous," *post.*										
Cumberland Sound. Georgia and Florida. See "Miscellaneous," *post.*										
Darien Harbor.										
For the improvement of the harbor at Darien, Ga	June 18, 1878	20	158	1	8,000 00	1879	8,000 00			8,000 00
Etowah River.										
For the improvement of the Etowah River, Georgia	Aug. 14, 1876	19	135	1	10,000 00	1878	1,000 00			1,000 00
						1881	237 80			237 80
Total					10,000 00		1,237 80			1,237 80
Balance									8,762 20	
Flint River.										
For improving Flint River, Georgia	June 18, 1878	20	153	1	10,000 00	1879	10,000 00			10,000 00
	Mar. 3, 1879	20	365	1	7,000 00	1880	5,000 00			5,000 00
For continuing improvement; of which sum $10,000 shall be expended below Albany, and $10,000 between Albany and Montezuma	June 14, 1880	21	186	1	20,000 00	1881	22,000 00			22,000 00
For improving Flint River	Mar. 3, 1881	21	476	1	15,000 00	1882	15,000 00			15,000 00
Total					52,000 00		52,000 00			52,000 00
Ockmulgee River.	Aug. 14, 1876	19	135	1	15,000 00	1878	15,000 00			15,000 00
	June 18, 1878	20	155	1	15,000 00	1879	13,000 00			13,000 00
For the improvement of the Ockmulgee River, Georgia	Mar. 3, 1879	20	368	1	7,000 00	1880	9,000 00			9,000 00
	June 14, 1880	21	186	1	7,000 00	1881	6,000 00			6,000 00
	Mar. 3, 1881	21	476	1	5,000 00	1882	6,000 00			6,000 00
Total					49,000 00		49,000 00			49,000 00

* See "Surveys," *post.*

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Oconee River.										
For the improvement of the Oconee River, Georgia; of which sum $8,000 shall be expended between Dublin and the Central Railroad bridge, and $2,000 between Dublin and the Ocknulgee River	June 18, 1878	20	157	1	$10,000 00	1879	$5,000 00			$5,000 00
For improving Oconee River, Georgia	Mar. 3, 1879	20	368	1	1,500 00	1880	6,500 00			6,500 00
	June 14, 1880	21	186	1	1,500 00	1881	1,500 00			1,500 00
For improving Oconee River; of which sum $1,500 to be expended between Dublin and Oconee bridge	Mar. 3, 1881	21	476	1	2,500 00	1882	2,500 00			2,500 00
Total					15,500 00		15,500 00			15,500 00
Oostanaula and Coosawattee Rivers.										
For the improvement of the Oostanaula River, Georgia	June 23, 1874	18	250		10,000 00	1875	10,000 00			10,000 00
For the improvement of the Oostanaula and Coosawattee Rivers, Georgia	Mar. 3, 1875	18	459	1	5,000 00	1876	5,000 00			5,000 00
	June 18, 1878	20	155	1	4,000 00	1879	2,000 00			2,000 00
	Mar. 3, 1879	20	368	1	3,000 00	1880	5,000 00			5,000 00
	June 14, 1880	21	186	1	2,000 00	1881	2,000 00			2,000 00
	Mar. 3, 1881	21	476	1	1,000 00	1882	1,000 00			1,000 00
Total					25,000 00		25,000 00			25,000 00
Saint Augustin's Creek.										
For improving Saint Augustin's Creek, Georgia	Mar. 3, 1879	20	365	1	5,000 00	1882	1,582 34			1,582 34
Balance									$3,417 66	
*Savannah Harbor.**										
For the improvement of Savannah Harbor and River, Georgia	June 10, 1872	17	373	1	50,000 00					
	Mar. 3, 1873	17	563	1	50,000 00	1873	35,000 00			35,000 00
						1874	65,000 00			65,000 00
	June 23, 1874	18	240	1	50,000 00					
	Mar. 3, 1875	18	459	1	70,000 00	1875	50,000 00			50,000 00
						1876	70,000 00			70,000 00
	Aug. 14, 1876	19	134	1	62,000 00	1877	30,000 00			30,000 00
						1878	32,000 00			32,000 00
	June 18, 1878	20	153	1	70,000 00	1879	25,000 00			25,000 00
For improving harbor at Savannah	Mar. 3, 1879	20	365	1	100,000 00	1880	55,000 00			55,000 00
For improving harbor and river at Savannah	June 14, 1880	21	181	1	65,000 00	1881	50,048 75			50,048 75
For improving Savannah Harbor and River; of which sum $1,000 may be applied to payment of damages for land taken for widening the channel opposite Savannah	Mar. 3, 1881	21	470	1	65,000 00	1882	169,951 25			169,951 25
Total					582,000 00		582,000 00			582,000 00
Savannah River.										
To remove obstructions in the Savannah River, below the city of Savannah	May 18, 1826	4	173	2	50,000 00	1827	17,850 00			17,850 00
						1828	7,660 00		24,490 00	7,660 00
For the removal of the obstructions to the navigation of the Savannah River, between the mouth thereof and the city of Savannah, $25,000, including the balance of the former appropriation to the same object, to be expended according to a plan and an estimate of the Department of War	Mar. 3, 1829	4	363	1	24,490 00	1829	15,536 59			15,536 59
						1830	5,620 00			5,620 00
						1831	3,019 37		314 04	3,019 37
	July 3, 1832	4	553	1	25,000 00	1832	5,000 00			5,000 00
	Mar. 2, 1833	4	627	1	43 06	1833	43 06			43 06
The act of March 2, 1833, provides, "That the Secretary of the Treasury pay to Peter Bargy, jr., Stephen Norton, and Hiram Wolverton the sum of $8,430.62, on account of the money and										

labor paid and bestowed by them in endeavoring to construct a dam across a part of the Savannah River, in the State of Georgia, under and by virtue of a contract made with a commissioner of the United States to remove obstructions in the mouth of said river, according to the act of May 18, 1826"	Mar. 2, 1833	6	541		8,430 62	1833	13,830 62			13,830 62
For improving the navigation of the Savannah River, in removing the obstructions in said river from the city of Savannah to its mouth	June 28, 1834	4	703		30,000 00	1834	14,643 06			14,643 06
	Mar. 3, 1835	4	754		20,000 00	1835	31,356 94			31,356 94
						1836	2,400 00			2,400 00
						1837	17,620 71	$1,420 71		16,200 00
For the improvement of the navigation of Savannah River	July 7, 1838	5	270	1	15,000 00	1839	10,135 00			10,135 00
						1840	4,882 81	17 81		4,865 00
For the removal of obstructions in the Savannah River, at a place called the Wrecks, and the improvement of the navigation of said river	Aug. 30, 1852	10	56		40,000 00	1853	4,000 00			4,000 00
						1854	36,000 00			36,000 00
To remove the obstructions in the Savannah River, below the city of Savannah, placed there during the revolutionary war for the common defense	Mar. 3, 1855	10	640		161,000 00	1855	5,000 00			5,000 00
						1856	39,000 00	798 89		38,201 11
						1857	29,000 00	02		28,999 98
						1858	44,000 00			44,000 00
						1859	20,000 00	1 35		19,998 65
						1860	16,000 00			16,000 00
						1861	8,000 00		800 26	7,836 72
						1863		163 28	163 28	
The act of February 27, 1874, provides, "That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay Henry S. Welles, $193,132.96, for expenditures made by him under his contracts of May 1 and July 5, 1866, for removing obstructions from the Savannah River and improving the harbor, prior to the date of the annulment of said contracts by the Secretary of the Treasury, which said sum shall be in full satisfaction to said Welles for all claims referred to in the report and recommendation from the Secretary of War"	Feb. 27, 1874	18	532		193,132 96	1874	193,132 96			193,132 96
For improving Savannah River above Augusta, Ga	June 14, 1880	21	193	1	16,000 00					
	Mar. 3, 1881	21	476	1	8,000 00					
	Mar. 3, 1881	21	480	1	15,000 00	1882	39,000 00			39,000 00
Total					606,096 64		582,731 12	2,402 06	25,767 58	580,329 06
Survey of rivers.										
The act of August 30, 1852, provides, "That the Secretary of War cause to be examined and surveyed the rivers Savannah, from the city of Savannah, as high up as the city of Augusta, the Ockmulgee up to Macon, and the Flint up to Albany, and the Chattahooche up to Columbus, Ga., and to report to Congress the amount of money which may remove any obstructions to navigation	Aug. 30, 1852	10	60		10,000 00	1853	7,000 00			7,000 00
						1854	3,000 00			2,370 87
						1856		8 20		
						1857		7 42		
						1858			15 62	
						1860		613 51	613 51	
Total					10,000 00		10,000 00	629 13	629 13	9,370 87
IDAHO.										
Lower Clearwater River.										
For improving Lower Clearwater River, Idaho	Mar. 3, 1879	20	370	1	5,000 00	1880	5,000 00			5,000 00
	June 14, 1880	21	189	1	5,000 00	1881	5,000 00			5,000 00
Total					10,000 00		10,000 00			10,000 00
ILLINOIS.										
Andalusia Harbor.										
See "Mississippi River," *post.*										
Calumet Harbor.										
For a harbor of refuge at Calumet, Ill	Mar. 3, 1871	16	539	1	50,000 00	1872	50,000 00			50,000 00
For the improvement of Calumet Harbor	June 10, 1872	17	370	1	40,000 00					
	Mar. 3, 1873	17	560	1	40,000 00	1873	60,000 00			60,000 00
						1874	20,000 00			20,000 00
	June 23, 1874	18	237	1	25,000 00					
	Mar. 3, 1875	18	456	1	25,000 00	1875	36,000 00			36,000 00
						1876	14,000 00			14,000 00
	Aug. 3, 1876	19	137	1	20,000 00	1877	20,000 00	8,000 00		12,000 00
						1878	8,000 00			8,000 00

See "Surveys," *post.*

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Calumet Harbor—Continued.										
	June 18, 1878	20	156	1	$15,000 00	1879	$15,000 00			$15,000 00
	Mar. 3, 1879	20	368	1	12,000 00	1880	12,000 00			12,000 00
	June 14, 1880	21	182	1	20,000 00					
	Mar. 3, 1881	21	471	1	30,000 00	1881	30,000 00			30,000 00
						1882	20,000 00			20,000 00
Total					277,000 00		285,000 00	$8,000 00		277,000 00
Chicago Harbor.										
	Mar. 2, 1833	4	645		25,000 00	1833	23,200 00	5,840 00		17,360 00
	June 28, 1834	4	703		32,801 00	1834	36,414 00	4,643 91		31,770 09
For improving the harbor at Chicago on Lake Michigan	Mar. 3, 1835	4	754		32,800 00	1835	37,770 91			37,770 91
	July 2, 1836	5	67		32,000 00	1836	34,500 00			34,500 00
	Mar. 3, 1837	5	187	1	40,000 00	1837	43,046 04	1,846 04		41,200 00
For continuing the improvement of the harbor at Chicago	July 7, 1838	5	268	1	30,000 00	1838	15,000 00			15,000 00
						1839	15,000 00			15,000 00
For continuing the public works at the harbor at Chicago, for the half calendar year $10,000, and for the fiscal year ending June 30, 1844, $15,000	Mar. 3, 1843	5	619	1	10,000 00	1843	3,000 00			3,000 00
	Mar. 3, 1843	5	619	1	15,000 00					
	July 11, 1844	5	662		30,000 00	1844	21,305 39			21,305 39
						1845	21,216 00			21,216 00
						1846	9,478 61			9,478 61
	Aug. 30, 1852	10	58		20,000 00	1853	3,000 00			2,607 46
						1854	1,844 00	2,236 54		
For the further improvement of the harbor of Chicago						1855	17,393 12	58		17,392 44
						1860		10	$0 10	
	June 23, 1866	14	72	1	88,704 00	1867	40,000 00			40,000 00
						1868	15,000 85			15,000 85
						1869	32,000 00			32,000 00
						1870	1,531 06			1,531 06
For enlargement of harbor facilities at Chicago according to the plans of the Engineer Department	July 11, 1870	16	226	1	100,000 00					
For a harbor of refuge at Chicago	July 11, 1870	16	226	1	50,000 00					
	Mar. 3, 1871	16	539	1	100,000 00	1871	130,302 70	130 50		130,172 20
						1872	119,999 89			119,999 89
	June 10, 1872	17	370	1	90,000 00					
	Mar. 3, 1873	17	560	1	90,000 00	1873	90,000 00			90,000 00
For improvement of Chicago Harbor						1874	90,000 00			90,000 00
	June 23, 1874	18	237	1	75,000 00					
	Mar. 3, 1875	18	456	1	78,000 00	1875	72,000 00	1,000 00		71,000 00
						1876	81,000 00			81,000 00
	Aug. 3, 1876	19	134	1	5,000 00	1877	5,000 00			5,000 00
						1878	1,000 00			1,000 00
For extending breakwater and dredging channel, Chicago harbor	June 18, 1878	20	156	1	75,000 00	1879	75,000 00			75,000 00
For improving harbor at Chicago	Mar. 3, 1879	20	368	1	75,000 00	1880	75,000 00			75,000 00
For improving outside harbor at Chicago, continuing improvement, including commencement of construction of exterior breakwater	June 14, 1880	21	182	1	145,000 00	1881	70,000 00			70,000 00
	Mar. 3, 1881	21	471	1	150,000 00	1882	175,000 00			175,000 00
Total					1,389,305 00		1,355,002 57	15,697 67	10	1,339,304 90
Balance									50,000 00	

Galena River.										
For the improvement of Galena River, Illinois, making a channel of 100 feet width, and the improvement of the harbor of Galena	June 18, 1878	20	157	1	30,000 00	1879	30,000 00			30,000 00
For improving Galena River and harbor	Mar. 3, 1879	20	367	1	12,000 00	1880	12,000 00			12,000 00
	June 14, 1880	21	182	1	12,000 00	1881	12,000 00			12,000 00
	Mar. 3, 1881	21	471	1	12,000 00	1882	12,000 00			12,000 00
Total					66,000 00		66,000 00			66,000 00
Illinois River.										
For the improvement of the navigation of the Illinois River	Aug. 30, 1852	10	60		30,000 00	1853	1,000 00			1,000 00
						1854	10,861 00			10,861 00
						1855	18,139 00			18,139 00
For the improvement of the Illinois River	July 11, 1870	16	225	1	100,000 00	1871	62,000 00			62,000 00
						1872	29,000 00			29,000 00
	Mar. 3, 1873	17	562	1	100,000 00	1873	14,000 00			14,000 00
						1874	95,000 00			95,000 00
	June 23, 1874	18	239	1	75,000 00					
	Mar. 3, 1875	18	458	1	75,000 00	1875	74,000 00			74,000 00
						1876	76,000 00			76,000 00
	Aug. 14, 1876	19	137	1	40,000 00	1877	20,000 00			20,000 00
						1878	20,000 00			20,000 00
	June 18, 1878	20	154	1	75,000 00	1879	60,000 00			60,000 00
	Mar. 3, 1879	20	367	1	40,000 00	1880	30,000 00			30,000 00
For continuing improvement, of which sum $100,000 shall be expended on locks and dams, and $10,000 for dredging	June 14, 1880	21	187	1	110,000 00	1881	45,000 00			45,000 00
For improving Illinois River	Mar. 3, 1881	21	478	1	250,000 00	1882	75,000 00			75,000 00
Total					895,000 00		630,000 00			630,000 00
Balance									265,000 00	
Ohio River.										
Illinois and Kentucky. See "Miscellaneous," *post.*										
Mississippi River.										
Illinois, Arkansas, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Tennessee, and Wisconsin. See "Miscellaneous," *post.*										
Quincy Bay.										
See "Mississippi River," *post.*										
Rock Island Harbor.										
See "Mississippi River," *post.*										
Rock Island Rapids.										
See "Mississippi River," *post.*										
Wabash River.										
Illinois and Indiana. See "Miscellaneous," *post.*										
Waukegan Harbor.										
For improvement of the harbor and breakwater at Waukegan, Ill	Aug. 30, 1852	10	60		15,000 00	1853	3,073 33			3,073 33
						1854	5,830 88	10 55		5,820 33
						1855	6,106 40	06		6,106 34
For harbor at Waukegan, Ill.: *Provided*, That this sum shall not be expended until a board of three engineers shall have been convened and selected the site, and until the same and a free right of way to all points of the harbor shall have been transferred or relinquished free of cost to the United States	June 14, 1880	21	192	1	15,000 00	1881	3,000 00			3,000 00
For improving harbor at Waukegan	Mar. 3, 1881	21	471	1	15,000 00	1882	22,000 00			22,000 00
Total					45,000 00		40,010 61	10 61		40,000 00
Balance									5,000 00	
INDIANA.										
Michigan City Harbor.										
For the construction of a harbor at Michigan City according to the plan reported to the War Department	July 4, 1836	5	130	1	20,000 00	1836	20,000 00			20,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
***Michigan City Harbor*—Continued.**										
For continuing the construction of a harbor at Michigan City, Ind	Mar. 3, 1837	5	187	1	$30,000 00	1837	$30,000 00			$30,000 00
	July 7, 1838	5	268	1	60,733 59	1838	25,481 00			25,481 00
						1839	35,252 59			35,252 59
	June 11, 1844	5	662		25,000 00	1845	13,339 00			13,339 00
						1846	11,661 00			11,661 00
For continuing the improvement of the harbor at Michigan City, Ind., or the laying down of a floating breakwater and safety anchorage, as the Secretary of War may determine	Aug. 30, 1852	10	58		20,000 00	1853	1,900 00			1,900 00
						1854	10,320 96	$27 81	$5 15	10,293 15
						1855	7,802 47	77		7,336 63
						1856		465 07		
						1857	465 07			465 07
To pay John R. Bomes for services as agent	Mar. 2, 1855	10	858		470 33	1856	470 33			470 33
For constructing works and improving the entrance into the harbor of Michigan City, Ind., $75,000: *Provided*, That it shall first be shown to the satisfaction of the Secretary of War that a sum equal to double the amount aforesaid has been expended by the Michigan City Harbor Company in the construction of a safe and convenient harbor at that place: *And provided*, That the passage of vessels to and from said harbor shall be free and not subject to toll or charge	June 23, 1866	14	73	1	75,000 00	1867	600 00			600 00
						1868	25,000 00			25,000 00
						1869	49,000 00			49,000 00
						1870	204 56	8 27		196 29
For improvement of Michigan City Harbor	July 11, 1870	16	223	1	25,000 00					
	Mar. 3, 1871	16	539	1	15,000 00	1871	10,026 59			10,026 59
						1872	20,177 12			20,177 12
	June 10, 1872	17	370	1	50,000 00					
	Mar. 3, 1873	17	560	1	50,000 00	1873	60,000 00			60,000 00
						1874	50,000 00			50,000 00
	June 23, 1874	18	238	1	50,000 00	1875	41,000 00			41,000 00
	Mar. 3, 1875	18	456	1	50,000 00	1876	59,000 00			59,000 00
	Aug. 14, 1876	19	136		35,000 00	1877	35,000 00			35,000 00
For the improvement of harbor, $75,000; of which sum $25,000 shall be expended for the improvement of the inner harbor	June 18, 1878	20	155	1	75,000 00	1879	61,500 00	1,000 00		60,500 00
For improving harbor	Mar. 3, 1879	20	368	1	40,000 00	1880	54,500 00			54,500 00
For improving outside harbor, continuing operations; to be used and expended in improving the harbor	June 14, 1880	21	182	1	40,000 00					
	June 14, 1880	21	182	1	15,000 00					
For continuing operations at outside harbor; for continuing improvement on the inner harbor	Mar. 3, 1881	21	471	1	20,000 00					
	Mar. 3, 1881	21	471	1	25,000 00	1881	59,500 00			59,500 00
						1882	40,500 00			40,500 00
Total					721,203 92		722,700 69	1,501 92	5 15	721,198 77
Ohio River. Indiana, Illinois, Kentucky, Ohio, Pennsylvania, and West Virginia. See "Miscellaneous," *post.*										
Wabash River. Indiana and Illinois. See "Miscellaneous," *post.*										
White River. For improving White River, Indiana, from the Wabash River to Portersville, and to the falls on West Fork, according to report of Chief of Engineers, without constructing locks and dams	Mar. 3, 1879	20	372	1	25,000 00	1880	20,000 00			20,000 00
	June 14, 1880	21	187	1	20,000 00	1881	20,000 00			20,000 00
	Mar. 3, 1881	21	478	1	20,000 00	1882	25,000 00			25,000 00
Total					65,000 00		65,000 00			65,000 00

IOWA.										
Burlington Harbor. See "Mississippi River," *post.*										
Des Moines and Iowa Rivers. For the survey of the Des Moines and Iowa Rivers with a view to the improvement of their navigation	July 7, 1838	5	304	.....	1,000 00	1840 1842	1,000 00	.....	.....	999 14
								86	86	
Total					1,000 00	.....	1,000 00	86	86	999 14
Des Moines Rapids. See "Mississippi River," *post.*										
Dubuque Harbor. See "Mississippi River," *post.*										
Fort Madison Harbor. See "Mississippi River," *post.*										
Guttenberg Harbor. See "Mississippi River," *post.*										
Mississippi River. See "Miscellaneous," *post.*										
Missouri River. Iowa and Nebraska. See "Miscellaneous," *post.*										
Muscatine Harbor. See "Mississippi River," *post.*										
Red Cedar River. The act of March 3, 1839, provides, "That the Secretary of War be, and he is hereby, empowered to cause a survey of Red Cedar River, within Iowa Territory, and an estimate to be made with a view to the improvement of the navigation thereof, above the town of Moscow, and the connection of the said navigation with the Mississippi River by a canal, extending from the vicinity of said town to some suitable point in or near the town of Bloomington"	Mar. 3, 1839	5	352	2	1,500 00	1839	1,500 00	.....	.....	1,500 00
Rock Island Rapids. See "Mississippi River," *post.*										
KENTUCKY.										
Big Sandy River. For improving Big Sandy River from Catlettsburg, Ky., to head of navigation	June 18, 1878	20	157	1	12,000 00	1879	12,000 00	.....	.....	12,000 00
	Mar. 3, 1879	20	368	1	12,000 00	1880	12,000 00	.....	.....	12,000 00
For improving Big Sandy River from Catlettsburg, Ky., to head of navigation; of which sum $50,000 shall be expended in the construction of works at Louisa, according to the recommendation of William E. Merrill, major of Engineers, in his annual report, dated August 12, 1879, and $5,000 in the further improvement of the upper river	June 14, 1880	21	187	1	55,000 00	1881	10,000 00	.....	.....	10,000 00
For improving Big Sandy River from Catlettsburg, Ky., to head of navigation; of which sum $46,000 shall be expended at Louisa, and $4,000 in the continuation of works on the upper river	Mar. 3, 1881	21	477	1	50,000 00	1882	5,500 00	.....	.....	5,500 00
Total					129,000 00	.....	39,500 00	.....	.....	39,500 00
Balance					.....	.....	.....	.....	89,500 00	
Cumberland River. Kentucky and Tennessee. See "Miscellaneous," *post.*										
Kentucky River. For improving the Kentucky River from the mouth to Three Forks, according to estimate and report of Maj. William E. Merrill, January 14, 1879	Mar. 3, 1879	20	370	1	100,000 00	1880	36,000 00	.....	.....	36,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditure.
Kentucky River—Continued.										
For improving Kentucky River from its mouth to Three Forks.	June 14, 1880	21	187	1	$100,000 00	1881	$160,000 00			$160,000 00
	Mar. 3, 1881	21	477	1	125,000 00	1882	129,000 00			129,000 00
Total					325,000 00		325,000 00			325,000 00
NOTE.—The act of June 10, 1879 (21 Statutes, 8), provides "That such parts of the moneys heretofore appropriated by the act of which this is amendatory (act March 3, 1879), for the improvement of the Kentucky River, in the State of Kentucky, as may be necessary in the prosecution of said improvements as undertaken, may be expended in the purchase, voluntary or by condemnation as the case may be, of such sites as are necessary in the prosecution of said improvements."										
Louisville and Portland Canal. Kentucky and Indiana. See "Miscellaneous," *post.*										
Mississippi River. Kentucky and Missouri. See "Miscellaneous," *post.*										
Ohio River. Kentucky, Indiana, Illinois, Ohio, Pennsylvania, and West Virginia. See "Miscellaneous," *post.*										
Tennessee River. Kentucky, Alabama, and Tennessee. See "Miscellaneous," *post.*										
Tradewater River.										
For improving Tradewater River, Ky., open navigation	Mar. 3, 1881	21	480	1	3,000 00	1882	3,000 00			3,000 00
LOUISIANA.										
Amite River.										
For improving Amite River, Louisiana	June 14, 1880	21	190	1	8,000 00	1881	300 00			300 00
	Mar. 3, 1881	21	476	1	5,000 00					
Total					13,000 00		300 00			300 00
Balance									$12,700 00	
Bayou Bartholomew. Louisiana and Arkansas. See "Miscellaneous," *post.*										
Bayou Black.										
For improving Bayou Black, in Louisiana	Mar. 3, 1881	21	480	1	10,000 00	1882	5,000 00			5,000 00
Balance									5,000 00	
Bayou Bœuf.										
For improving Bayou Bœuf, Louisiana	Mar. 3, 1881	21	480	1	5,000 00	1881	2,000 00			2,000 00
						1882	3,000 00			3,000 00
Total					5,000 00		5,000 00			5,000 00
Bayou Courtableau.										
For improving Bayou Courtableau, from Port Barre to Atchafalaya, Louisiana	June 14, 1880	21	190	1	7,500 00	1881	1,500 00			1,500 00
	Mar. 3, 1881	21	476	1	7,500 00	1882	7,500 00			7,500 00
Total					15,000 00		9,000 00			9,000 00
Balance									6,000 00	

Bayou La Fourche.											
For a survey in reference to the removal of obstructions to the navigation of Bayou La Fourche, Louisiana	Aug. 30, 1852	10	58	.....	2,500 00	1853	1,000 00	.....	.....	486 92	
	.....	.....	.....	.....	.....	1855	1,500 00	.....	.....	.....	
	.....	.....	.....	.....	.....	1860	.....	$2,013 98	2,013 98	.....	
For removing obstructions in Bayou La Fourche, including removal of obstructions and deepening of channel	June 18, 1878	20	156	1	10,000 00	1879	7,000 00	.....	.....	7,000 00	
	Mar. 3, 1879	20	371	1	10,000 00	1880	6,000 00	.....	.....	6,000 00	
	June 14, 1880	21	186	1	5,000 00	1881	3,200 00	.....	.....	3,200 00	
	.....	.....	.....	.....	.....	1882	5,800 00	.....	.....	5,800 00	
Total	.....	.....	.....	.....	27,500 00	.....	24,500 00	2,013 98	2,013 98	22,486 02	
Balance	.....	.....	.....	.....	.....	.....	.....	.....	3,000 00		

NOTE.—The act of March 3, 1881, provides, "That of the amount now available for the improvement of Bayou La Fourche, the sum of $500, or so much thereof as may be necessary, shall be expended in the removal of brick pier at Donaldsonville."

Bayou Teche.											
For making a survey of the entrance of the river Teche, with a view to improve and shorten the navigation of the same, and an estimate of the cost of such improvements	Mar. 2, 1829	4	348	.....	200 00	1829	200 00	200 00	.....	.....	
	.....	.....	.....	.....	.....	1831	.....	.....	200 00	.....	
The act of March 5, 1870, provides, "That the Secretary of War be, and he is hereby, instructed to cause a survey and estimates of cost of removing obstructions from and improving the navigation of the Bayou Teche, in the State of Louisiana	May 5, 1870	16	375	.....	500 00	1870	475 00	.....	.....	475 00	
For improvement of Bayou Teche	July 11, 1870	16	226	1	17,500 00	1871	10,510 21	.....	.....	10,510 21	
	.....	.....	.....	.....	.....	1872	3,000 00	448 75	.....	1,977 52	
	.....	.....	.....	.....	.....	1873	.....	573 73	.....	.....	
	.....	.....	.....	.....	.....	1877	.....	.....	5,037 27	.....	
For improving Bayou Teche, from Saint Martinsville to Port Barre, La	June 14, 1880	21	190	1	6,000 00	1881	400 00	.....	.....	400 00	
	Mar. 3, 1881	21	476	1	20,000 00	1882	7,600 00	.....	.....	7,600 00	
For improving Bayou Teche by connecting same with Grand Lake at Charenton, La	Mar. 3, 1881	21	481	1	25,000 00	.....	.....	.....	.....	.....	
Total	.....	.....	.....	.....	69,200 00	.....	22,185 21	1,222 48	5,237 27	20,962 73	
Balance	.....	.....	.....	.....	.....	.....	.....	.....	43,000 00		

Bayou Terrebonne.											
For improving Bayou Terrebonne, Louisiana	June 14, 1880	21	190	1	10,000 00	1881	8,000 00	.....	.....	8,000 00	
For improving Bayou Terrebonne, completing improvement	Mar. 3, 1881	21	476	1	8,800 00	1882	4,800 00	.....	.....	4,800 00	
Total	.....	.....	.....	.....	18,800 00	.....	12,800 00	.....	.....	12,800 00	
Balance	.....	.....	.....	.....	.....	.....	.....	.....	6,000 00		

Calcasieu Pass.											
For the improvement of Calcasieu Pass, in the State of Louisiana	June 10, 1872	17	372	1	15,000 00	1873	15,000 00	.....	.....	15,000 00	
	Mar. 3, 1881	21	480	1	12,000 00	1882	12,000 00	.....	.....	12,000 00	
Total	.....	.....	.....	.....	27,000 00	.....	27,000 00	.....	.....	27,000 00	

Calcasieu River.											
For improving Calcasieu River, Louisiana, from Phillips Bluff to its mouth	Mar. 3, 1881	21	480	1	3,000 00	.....	.....	.....	.....	.....	
Balance	.....	.....	.....	.....	.....	.....	.....	.....	3,000 00		

Chifuncte River.											
For removing the wreck of the gunboat Oregon, in the Chifuncte River, Louisiana	June 10, 1872	17	373	1	6,000 00	1873	5,500 00	.....	.....	5,221 00	
	.....	.....	.....	.....	.....	1876	.....	279 00	.....	.....	
	.....	.....	.....	.....	.....	1877	.....	.....	779 00	.....	
For improving Chifuncte River, Louisiana	Mar. 3, 1881	21	481	1	1,500 00	.....	.....	.....	.....	.....	
Total	.....	.....	.....	.....	7,500 00	.....	5,500 00	279 00	779 00	5,221 00	
Balance	.....	.....	.....	.....	.....	.....	.....	.....	1,500 00		

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Cypress Bayou. Louisiana and Texas. See "Miscellaneous," *post.*										
Lake Ponchartrain Harbor.										
For the construction of a harbor on Lake Ponchartrain, near the city of New Orleans, La.	Aug. 30, 1852	10	58	.....	$25,000 00	1854	$12,000 00	.....	.....	$12,000 00
	.....	....	.....	.....	.....	1855	13,000 00	.....	.....	12,442 33
	.....	....	.....	.....	.....	1859	.....	$14 10	$14 10	.....
	.....	....	.....	.....	.....	1871	.....	543 57	.....	.....
	.....	....	.....	.....	.....	1872	.....	.....	543 57	.....
Total	.....	....	.....	.....	25,000 00	.....	25,000 00	557 67	557 67	24,442 33
Mississippi River. Louisiana and Mississippi. See "Miscellaneous," *post.*										
New Orleans Harbor. See "Mississippi River," *post.*										
Ouachita River. Louisiana and Arkansas. See "Miscellaneous," *post.*										
Red River. Louisiana, Arkansas, and Texas. See "Miscellaneous," *post.*										
Tangipahoa River.										
For the improvement of the Tangipahoa River, Louisiana	June 10, 1872	17	373	1	2,500 00	1873	2,500 00	.....	.....	2,397 50
	.....	....	.....	.....	.....	1876	.....	102 50	.....	.....
	.....	....	.....	.....	.....	1877	.....	.....	102 50	.....
	June 14, 1880	21	191	1	5,000 00	1881	100 00	.....	.....	100 00
	Mar. 3, 1881	21	476	1	2,000 00	1882	4,900 00	.....	.....	4,900 00
Total	.....	....	.....	.....	9,500 00	.....	7,500 00	102 50	102 50	7,397 50
Balance	.....	....	.....	.....	.....	.....	.....	.....	2,000 00	
Tensas River.										
For improving Tensas River, Louisiana	Mar. 3, 1881	21	480	1	3,000 00	1881	1,000 00	.....	.....	1,000 00
	.....	....	.....	.....	.....	1882	2,000 00	.....	.....	2,000 00
Total	.....	....	.....	.....	3,000 00	.....	3,000 00	.....	.....	3,000 00
Tickfaw River.										
For improving Tickfaw River, Louisiana	Mar. 3, 1881	21	481	1	2,000 00	.....	.....	.....	.....	.....
Balance	.....	....	.....	.....	.....	.....	.....	.....	2,000 00	
Vermillion River.										
For improving Vermillion River, Louisiana	June 14, 1880	21	190	1	5,000 00	1881	600 00	.....	.....	600 00
	Mar. 3, 1881	21	476	1	4,900 00	1881	4,600 00	.....	.....	4,600 00
Total	.....	....	.....	.....	9,900 00	.....	5,200 00	.....	.....	5,200 00
Balance	.....	....	.....	.....	.....	.....	.....	.....	4,700 00	

MAINE.

Belfast Harbor.											
For building a pier on Steel's Ledge, near the harbor of Belfast, Me	May 20, 1826	4	175	1	1,200 00	1826	600 00			600 00
						1827	400 00			400 00
						1828	33 76		166 24	33 76
For the improvement of Belfast Harbor, Maine	Aug. 14, 1876	19	137	1	5,000 00	1877	1,000 00			1,000 00
						1878	4,000 00			4,000 00
	June 18, 1878	20	158	1	12,000 00	1879	12,000 00			12,000 00
	Mar. 3, 1879	20	363	1	5,000 00	1880	5,000 00			5,000 00
	June 14, 1880	21	180		3,000 00					
Total					26,200 00		23,033 76		166 24	23,033 76
Balance									3,000 00	
Camden Harbor.										
For the improvement of Camden Harbor, Maine	Mar. 3, 1873	17	565	1	10,000 00	1873	1,000 00			1,000 00
						1874	9,000 00			9,000 00
	June 23, 1874	18	241	1	10,000 00					
	Mar. 3, 1875	18	460	1	10,000 00	1875	6,000 00			6,000 00
						1876	14,000 00			14,000 00
Total					30,000 00		30,000 00			30,000 00
Cathance River.										
For improving Cathance River, Maine	June 14, 1880	21	182	1	10,000 00	1881	10,000 00			10,000 00
	Mar. 3, 1881	21	472	1	6,000 00	1882	6,000 00			6,000 00
Total					16,000 00		16,000 00			16,000 00
Cobscook Bay.										
For the examination and survey of the passage into Cobscook Bay, in the State of Maine, for the purpose of ascertaining the practicability of removing two ledges whereby the navigation of said bay is materially obstructed	July 4, 1836	5	129	1	300 00	1836	300 00			300 00
For removing the rocks obstructing the navigation near Falls Island, Cobscook Bay	Aug. 30, 1852	10	57		5,000 00	1853	200 00			200 00
						1854	4,800 00			3,673 51
						1856		1,126 49		
						1858			1,126 49	
Total					5,300 00		5,300 00	1,126 49	1,126 49	4,173 51
Gut opposite Bath.	July 11, 1870	16	225	1	10,000 00					
	Mar. 3, 1871	16	541	1	6,500 00	1871	16,500 00			16,500 00
For improvement of navigation at "gut" opposite Bath, Me	June 18, 1878	20	155	1	17,000 00	1879	11,000 00			11,000 00
						1880	6,000 00			6.000 00
	June 14, 1880	21	181	1	7,000 00	1881	2,000 00			2,000 00
	Mar. 3, 1881	21	472	1	5,000 00	1882	10,000 00			10,000 00
Total					45,500 00		45,500 00			45,500 00
Kennebec River.										
For removing the obstructions to the navigation of the Kennebec River, in the State of Maine, at Lovejoy's Narrows	Mar. 2, 1827	4	229	1	4,000 00					
For removing obstructions to the navigation of Kennebec River at Lovejoy's Narrows, by removing the half-tide and other rocks, in addition to the appropriation of last session	May 19, 1828	4	275	1	3,500 00	1829	1,720 32			1,720 32
	Apr. 23, 1830	4	395	1	5,000 00	1830	3,200 00			3,200 00
						1831	5,000 00			5,000 00
For removing obstructions to the navigation of the Kennebec River at Lovejoy's Narrows	July 3, 1832	4	551	1	20 32	1832	2,000 00			2,000 00
						1833	263 91			263 91
						1834			336 09	
	Aug. 30, 1852	10	59		6,000 00	1853	200 00			200 00
						1854	5,800 00			4,068 88
For improving the Kennebec River from the United States Arsenal wharf, in Augusta, Me., to Lovejoy's Narrows						1856	500 00	2,231 12		
						1857	1,500 00	2 60		1,497 40
						1858	233 72			201 62
						1859		32 10	32 10	

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Kennebec River—Continued.										
For improvement of the Kennebec River, in the State of Maine, between Sheppard Point and the city of Augusta	June 23, 1866	14	73	1	$20,000 00					
	Mar. 2, 1867	14	420	1	30,000 00	1867	$10,500 00			$10,500 00
						1868	23,000 00	$7,000 00		16,000 00
						1869	23,300 00			23,300 00
						1870	47 99			47 99
For the improvement of the Kennebec River	July 11, 1870	16	225	1	15,000 00					
	Mar. 3, 1871	16	541	1	10,000 00					
	Mar. 3, 1871	16	541	1	5,000 00	1871	26,152 01			26,152 01
						1872	4,000 00			4,000 00
	June 10, 1872	17	374	1	8,000 00					
	Mar. 3, 1873	17	565	1	12,000 00	1873	6,000 00			6,000 00
						1874	9,000 00			9,000 00
	June 23, 1874	18	241	1	12,000 00					
	Mar. 3, 1875	18	460	1	15,000 00	1875	8,000 00			8,000 00
						1876	5,000 00			5,000 00
						1877	9,000 00			9,000 00
						1878	10,000 00			10,000 00
Total					145,520 32		154,417 95	9,265 82	$368 19	145,152 13
Kennebunk River.										
For repairing the pier on the eastern side of the channel at the entrance of Kennebunk River	Mar. 2, 1829	4	346	2	5,000 00	1829	5,000 00			5,000 00
For completing repairs to piers at the entrance of Kennebunk River	Mar. 2, 1831	4	460		1,175 00	1831	1,175 00			1,175 00
	July 2, 1832	4	552	1	1,700 00	1833	1,700 00			1,700 00
For piers at the entrance of Kennebunk River	June 28, 1834	4	702	1	10,300 00	1834	3,000 00			3,000 00
						1835	6,000 00			6,000 00
For continuing the pier at Kennebunk	July 2, 1836	5	68		7,500 00	1836	6,282 68			6,282 68
	Mar. 3, 1837	5	188	1	3,000 00	1837	5,517 32			5,517 32
	July 7, 1838	5	269	1	8,000 00	1838	6,132 50			6,132 50
						1839	1,867 50			1,867 50
For repairing the piers at Kennebunk	Aug. 30, 1852	10	59		7,500 00	1854	7,500 00			7,416 51
						1856		83 49		
						1858			83 49	
For improvement of Kennebunk River	July 11, 1870	16	225	1	5,000 00					
	Mar. 3, 1871	16	541	1	5,000 00	1871	10,000 00			10,000 00
	Aug. 14, 1876	19	137	1	5,000 00	1877	5,000 00			5,000 00
	Mar. 3, 1879	20	363	1	2,000 00	1880	2,000 00			2,000 00
	June 14, 1880	21	183	1	2,000 00					
	Mar. 3, 1881	21	472	1	2,000 00	1881	2,500 00			2,500 00
						1882	1,500 00			1,500 00
Total					65,175 00		65,175 00	83 49	83 49	65,091 51
Lubec Channel.										
For improving Lubec Channel, Maine, and for the purpose of this improvement the unexpended balance of the appropriations made for the improvement of the Saint Croix River by the acts of March 2, 1867, March 3, 1873, and June 23, 1874, are hereby made available	Mar. 3, 1879	20	371	1	10,000 00	1880	10,000 00			10,000 00
For the completion of the improvement of Lubec Channel	June 14, 1880	21	181	1	20,000 00	1881	4,000 00			4,000 00
	Mar. 3, 1881	21	472	1	45,000 00	1882	30,000 00			30,000 00
Total					75,000 00		44,000 00			44,000 00
Balance									31,000 00	

Machias River.										
For the improvement of Machias River, Maine	Mar. 3, 1873	17	565	1	12,000 00	1873	1,000 00			1,000 00
						1874	11,000 00			11,000 00
	June 23, 1874	18	241	1	10,000 00					
	Mar. 3, 1875	18	460	1	10,000 00	1875	10,000 00			10,000 00
						1876	4,000 00			4,000 00
						1877	6,000 00			6,000 00
Total					32,000 00		32,000 00			32,000 00
Matinicus Island, Breakwater.										
For a survey in reference to the construction of a breakwater on the eastern side of the island of Matinicus	Aug. 30, 1852	10	57		1,000 00	1853	250 00			162 30
						1854	750 00			
						1856		837 70		
						1858			837 70	
Total					1,000 00		1,000 00	837 70	837 70	162 30
Moosabec Bar.										
For improving Moosabec Bar at Jonesport, Me	Mar. 3, 1881	21	480	1	10,000 00	1882	10,000 00			10,000 00
Narraguagus River.										
For the improvement of the Narraguagus River, Maine	Mar. 3, 1871	16	541	1	12,000 00	1871	7,000 00			7,000 00
						1872	5,000 00			5,000 00
	June 10, 1872	17	374	1	10,000 00	1873	7,000 00			7,000 00
						1874	3,000 00			3,000 00
Total					22,000 00		22,000 00			22,000 00
Owl's Head Harbor.										
For the survey of a ledge near Owl's Head Harbor to determine the expediency of erecting thereon a breakwater to improve said harbor	July 4, 1836	5	129	1	400 00	1836	400 00			400 00
For a breakwater at Owl's Head, or at Rockland Harbor, in Maine, as the Department of War shall decide	Aug. 30, 1852	10	60		15,000 00	1853	200 00			200 00
						1855	14,800 00			7,013 55
						1856	7,000 00	14,786 45		
						1857	7,786 45			7,781 50
						1859		4 95	4 95	
To pay A. and E. G. Colby a balance due on their contract for constructing a breakwater at Owl's Head Harbor	June 7, 1858	11	543		2,502 11	1858	2,502 11			2,502 11
Total					17,902 11		32,688 56	14,791 40	4 95	17,897 16
Penobscot River.										
For surveying the ship-channel of Penobscot River, from Whitehead to Bangor, and ascertaining the cost of improving the navigation of the same, and proper sites for spindles and buoys	Mar. 2, 1829	4	346	2	300 00	1829	300 00	2 70		297 30
						1831			2 70	
For improvement of the Penobscot River at Bangor and below	July 11, 1870	16	225	1	15,000 00					
	Mar. 3, 1871	16	541	1	50,000 00	1871	25,000 00			25,000 00
						1872	40,000 00			40,000 00
	June 10, 1872	17	314	1	40,000 00					
For the improvement of the Penobscot River, Maine	Mar. 3, 1873	17	565	1	20,000 00	1874	10,000 00			10,000 00
	June 23, 1874	18	241	1	20,000 00					
For the improvement of the Penobscot River, $25,000; and out of this appropriation $10,000 shall be expended at or near Bucksport Narrows	Mar. 3, 1875	18	460	1	25,000 00	1875	34,000 00			34,000 00
						1876	36,000 00			36,000 00
For the improvement of Penobscot River, $10,000; $4,000 of which shall be expended at or near the "Narrows" in said river at Bucksport	Aug. 14, 1876	19	134	1	10,000 00	1877	15,000 00			15,000 00
						1878	20,000 00			20,000 00
For improving Penobscot River, of which $2,500, or so much thereof as may be necessary, shall be expended at or near the narrows in said river at Bucksport	June 18, 1878	20	158	1	12,000 00	1879	12,000 00			12,000 00
For improving Penobscot River	Mar. 3, 1879	20	363	1	6,000 00	1880	6,000 00			6,000 00
Total					198,300 00		198,300 00	2 70	2 70	198,297 30

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Piscataqua River.										
For making a survey to ascertain the practicability and utility of removing obstructions to navigation in Piscataqua River, and the expense of effecting the same	May 20, 1826	4	176	1	$200 00	1826	$200 00			$200 00
For removing obstructions in the Berwick branch of the Piscataqua River	May 23, 1828	4	289	1	8,000 00	1828	2,900 00	$9 54		2,890 46
For making a survey of Cocheco Branch of Piscataqua River, from Dover Falls to its confluence with the Piscataqua, for the purpose of ascertaining the practicability of removing obstructions to navigation and the cost	Mar. 2, 1829	4	346	2	60 00	1829	3,230 00	24		3,229 76
						1830	1,930 00		$9 54	1,930 00
						1831			24	
For removing obstructions in the Berwick Branch of the Piscataqua River	July 3, 1832	4	552		250 00	1832	250 00			250 00
Total					8,510 00		8,510 00	9 78	9 78	8,500 22
Portland Harbor.										
For erecting a breakwater on Stanford Ledge in Portland Harbor, according to the plan reported by John Anderson, of the Engineer Corps	July 4, 1836	5	128	1	10,000 00	1836	10,000 00			10,000 00
For continuing the breakwater on Stanford's Ledge, Portland Harbor, Maine	Mar. 3, 1837	5	188	1	25,000 00	1837	25,000 00			25,000 00
	July 7, 1838	5	269	1	26,366 00	1838	6,698 00			6,698 00
						1839	19,668 00			19,578 16
						1849		89 84	89 84	
For extending the breakwater at Portland Harbor	June 23, 1866	14	71	1	105,111 05	1867	3,900 00			3,900 00
						1868	40,011 19	14,000 00		26,011 19
						1869	20,000 00			20,000 00
						1870	54,972 96			54,972 96
For improvement of Portland Harbor	July 11, 1870	16	225		10,000 00	1871	105 19			105 19
	Mar. 3, 1871	16	541		40,000 00	1871	18,000 00			18,000 00
						1872	32,000 00		121 71	32,000 00
For the improvement of Portland Harbor and Back Bay, Maine	June 10, 1872	17	374	1	45,000 00					
For the improvement of Portland Harbor, Maine	Mar. 3, 1873	17	565	1	50,000 00	1873	15,000 00			15,000 00
						1874	40,000 00			40,000 00
	June 23, 1874	18	241	1	20,000 00					
	Mar. 3, 1875	18	460	1	20,000 00	1875	35,000 00			35,000 00
						1876	1,000 00			1,000 00
						1877	2,000 00			2,000 00
						1878	1,000 00			1,000 00
						1880	1,000 00			1,000 00
						1881	15,000 00			15,000 00
	Mar. 3, 1881	21	489	1	20,000 00	1882	45,000 00			45,000 00
Total					371,477 05		385,355 34	14,089 84	211 55	371,265 50
Richmond Harbor.										
For improving Richmond Harbor, Kennebec River, Maine; of which sum $6,000 shall be expended for wing dams and dredging at the head of Swan's Island and at Hatch's Rock, and $4,000 in dredging and deepening the channel at the foot of Swan's Island	Mar. 3, 1881	21	481	1	10,000 00	1881	1,000 00			1,000 00
						1882	9,000 00			9,000 00
Total					10,000 00		10,000 00			10,000 00

Richmond Island Harbor.											
For a breakwater at Richmond Island Harbor, Maine, and repairing the breakwater in Portland Harbor	Aug. 30, 1852	10	57	.....	10,000 00	1854	10,000 00	.....	.....	9,844 22
	.....	.....	.....	.....	.....	1856	.....	154 77	.....	.....
	.....	.....	.....	.....	.....	1857	.....	1 01	.....	.....
	.....	.....	.....	.....	.....	1858	.....	.....	155 78	.....
For the improvement of Richmond Island, Maine	June 10, 1872	17	374	1	20,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	575	1	60,000 00	1873	15,000 00	.....	.....	15,000 00
	.....	.....	.....	.....	.....	1874	65,000 00	.....	.....	65,000 00
	Mar. 3, 1875	18	460	1	15,000 00	1875	8,000 00	.....	.....	8,000 00
	.....	.....	.....	.....	.....	1876	7,000 00	.....	.....	7,000 00
	June 18, 1878	20	158	.....	6,000 00	1879	6,000 00	.....	.....	6,000 00
	Mar. 3, 1879	20	363	1	3,000 00	1880	3,000 00	.....	.....	3,000 00
	June 14, 1880	21	180	1	3,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	468	1	3,000 00	1881	4,000 00	.....	.....	4,000 00
	.....	.....	.....	.....	.....	1882	2,000 00	.....	.....	2,000 00
Total	.....	.....	.....	.....	120,000 00	.....	120,000 00	155 78	155 78	119,844 22
Rockland Harbor.										
For improving Rockland Harbor, Maine	June 14, 1880	21	186	1	20,000 00	1881	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1882	10,000 00	.....	.....	10,000 00
Total	.....	.....	.....	.....	20,000 00	.....	20,000 00	.....	.....	20,000 00
Royals River.										
For the improvement of Royals River, Maine	Mar. 3, 1871	16	541	1	10,000 00	1871	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1872	5,000 00	.....	.....	5,000 00
	June 10, 1872	17	374	1	10,000 00	1873	10,000 00	.....	.....	10,000 00
Total	.....	.....	.....	.....	20,000 00	.....	20,000 00	.....	.....	20,000 00
Saco Harbor.										
For the erection of piers, placing beacons or buoys, and removing obstructions at and near the entrance into the harbor of Saco, in the State of Maine	May 20, 1827	4	229	1	7,000 00	1827	4,450 00	.....	.....	4,450 00
	.....	.....	.....	.....	.....	1828	2,550 00	.....	.....	2,550 00
For continuing the repairs of the piers in Saco River	June 23, 1866	14	73	1	40,000 00	1867	10,500 00	.....	.....	10,500 00
For improvement of Saco River, Maine	Mar. 2, 1867	14	420	1	40,000 00	1868	83,500 00	16,015 94	.....	67,484 06
	.....	.....	.....	.....	.....	1869	1,900 00	.....	.....	1,900 00
	.....	.....	.....	.....	.....	1870	55 66	.....	.....	55 66
	July 11, 1870	16	225	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	541	1	15,000 00	1871	20,058 21	1 18	.....	20,057 03
	.....	.....	.....	.....	.....	1872	5,000 00	.....	.....	5,000 00
	June 10, 1872	17	374	1	15,000 00	1873	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1874	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1877	.....	.....	3 25	.....
Total	.....	.....	.....	.....	127,000 00	.....	143,013 87	16,017 12	3 25	126,996 75
Saint Croix River.										
For the improvement of the navigation of the Saint Croix River, Maine, above the ledge	Mar. 2, 1867	14	420	1	15,000 00	.....	.....	.....	.....	.....
For the improvement of Saint Croix River above the "ledge"	Mar. 3, 1873	17	565	1	10,000 00	1873	1,000 00	.....	.....	1,000 00
	June 23, 1874	18	241	1	10,000 00	.....	.....	.....	.....	.....
For repairing breakwater on the Saint Croix River, near Calais	Mar. 3, 1881	21	480	.....	4,000 00	1881	500 00	.....	.....	500 00
	.....	.....	.....	.....	.....	1882	3,500 00	.....	.....	3,500 00
Total	.....	.....	.....	.....	39,000 00	.....	5,000 00	.....	.....	5,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	34,000 00	
Sullivan River.										
For improvement of Sullivan River, Maine	Mar. 3, 1871	16	541	.....	10,000 00	1871	10,000 00	.....	.....	10,000 00
For the improvement of Sullivan River and Sullivan Falls	June 10, 1872	17	374	1	25,000 00	1873	9,000 00	.....	.....	9,000 00
	.....	.....	.....	.....	.....	1874	13,000 00	.....	.....	13,000 00
	.....	.....	.....	.....	.....	1875	3,000 00	.....	.....	3,000 00
Total	.....	.....	.....	.....	35,000 00	.....	35,000 00	.....	.....	35,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Union River.										
For improvement of Union River, Maine	July 11, 1870	16	225	.....	$15,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	541	.....	15,000 00	1871	$15,000 00	.....	.....	$15,000 00
	.....	.....	.....	.....	.....	1872	15,000 00	$25 00	.....	14,975 00
	.....	.....	.....	.....	.....	1877	.....	.....	$25 00	.....
Total	.....	.....	.....	.....	30,000 00	.....	30,000 00	25 00	25 00	29,975 00
Wells Harbor.										
For the improvement of Wells Harbor, Maine	June 10, 1872	17	375	1	5,000 00	1873	5,000 00	.....	.....	5,000 00
MARYLAND.										
Annapolis Harbor.										
For improving harbor at Annapolis, Md	June 14, 1880	21	185	1	5,000 00	1881	500 00	.....	.....	500 00
	Mar. 3, 1881	21	470	1	5,000 00	1882	294 02	.....	.....	294 02
Total	.....	.....	.....	.....	10,000 00	.....	794 02	.....	.....	794 02
Balance	.....	.....	.....	.....	.....	.....	.....	.....	9,205 98	
*Baltimore Harbor.**										
For deepening the harbor of Baltimore	July 4, 1836	5	130	1	20,000 00	1836	19,540 00	.....	.....	19,540 00
For continuing the improvement of the harbor of Baltimore	Mar. 3, 1837	5	189	1	15,000 00	1837	15,460 00	.....	.....	15,460 00
	July 7, 1838	5	269	1	20,000 00	1838	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1839	10,000 00	.....	.....	10,000 00
For the improvement of the entrance to the harbor of Baltimore, in Patapsco River and Chesapeake Bay	June 10, 1872	17	373	1	100,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	563	1	200,000 00	1873	100,000 00	.....	.....	100,000 00
	.....	.....	.....	.....	.....	1874	200,000 00	.....	.....	200,000 00
For the improvement of the harbor at Baltimore, Md	June 23, 1874	18	240	1	75,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	459	1	75,000 00	1875	85,000 00	.....	.....	85,000 00
	.....	.....	.....	.....	.....	1876	65,000 00	.....	.....	65,000 00
	Aug. 14, 1876	19	134	1	75,000 00	1877	45,000 00	.....	.....	45,000 00
	.....	.....	.....	.....	.....	1878	30,000 00	.....	.....	30,000 00
	June 18, 1878	20	152	1	75,000 00	1879	65,000 00	.....	.....	65,000 00
	Mar. 3, 1879	20	364	1	160,000 00	1880	65,000 00	.....	.....	65,000 00
For improving harbor at Baltimore, continuing operations for the shortening and deepening the channel to 27 feet at mean low water	June 14, 1880	21	181	1	100,000 00	1881	70,000 00	.....	.....	70,000 00
	Mar. 3, 1881	21	475	1	150,000 00	1882	55,000 00	.....	.....	55,000 00
Total	.....	.....	.....	.....	1,065,000 00	.....	835,000 00	.....	.....	835,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	230,000 00	
Cambridge Harbor.										
For improvement of harbor at Cambridge, Md	Mar. 3, 1871	16	540	1	10,000 00	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	1872	10,000 00	.....	.....	10,000 00
	June 10, 1872	17	373	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	563	1	5,000 00	1873	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1874	5,000 00	.....	.....	5,000 00
For improving the inner harbor at Cambridge	June 18, 1878	20	159	.....	5,000 00	1879	5,000 00	.....	.....	5,000 00
For improving Cambridge Harbor and Pocomoke River	Mar. 3, 1879	20	371	.....	5,000 00	1880	2,500 00	.....	.....	2,312 30
	.....	.....	.....	.....	.....	1882	2,500 00	2,687 70	.....	.....
Total	.....	.....	.....	.....	35,000 00	.....	35,000 00	2,687 70	.....	32,312 30
Balance	.....	.....	.....	.....	.....	.....	.....	.....	2,687 70	

Chesapeake Bay.											
For a survey of the headwaters of Chesapeake Bay, pursuant to a resolution of the legislature of Maryland	July 4, 1836	5	130	.....	500 00	1836	500 00	.....	.....	485 56
	.....	.....	.....	.....	.....	1840	.....	14 44	14 44	.....
Total	.....	.....	.....	.....	500 00	.....	500 00	14 44	14 44	485 56
Chester River.										
For the improvement of Chester River at Kent Island Narrows, Maryland	Mar. 3, 1873	17	563	1	15,000 00	.....	.....	.....	.....	.....
	June 23, 1874	18	240	1	5,000 00	1875	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1876	10,000 00	.....	.....	10,000 00
	Aug. 14, 1876	19	136	1	5,000 00	1877	5,000 00	.....	.....	5,000 00
	June 18, 1878	20	152	1	3,000 00	1879	.....	.....	.....	.....
	.....	.....	.....	.....	.....	1880	500 00	.....	.....	500 00
For improving Chester River from Spry's Landing to Crumpton	Mar. 3, 1881	21	474	1	6,500 00	1882	6,500 00	166 84	.....	6,333 16
Total	.....	.....	.....	.....	34,500 00	.....	32,000 00	166 84	.....	31,833 16
Balance	.....	.....	.....	.....	.....	.....	.....	.....	2,666 84	
Choptank River.										
For improving Choptank River between Denton and Greensborough, Maryland	June 14, 1880	21	190	1	5,000 00	1881	3,000 00	.....	.....	3,000 00
	Mar. 3, 1881	21	474	1	5,000 00	1882	7,000 00	.....	.....	7,000 00
Total	.....	.....	.....	.....	10,000 00	.....	10,000 00	.....	.....	10,000 00
Crisfield Harbor.										
For the improvement of the harbor at Crisfield, Md	Mar. 3, 1875	18	457	1	37,317 50	1875	12,317 50	.....	.....	12,317 50
	.....	.....	.....	.....	.....	1876	25,000 00	.....	.....	25,000 00
Total	.....	.....	.....	.....	37,317 50	.....	37,317 50	.....	.....	37,317 50
Deal's Island Passage.										
For improving water passage between Deal's Island and Little Deal's Island, Maryland	Mar. 3, 1881	21	474	1	5,000 00	1882	5,000 00	.....	.....	5,000 00
Elk River.										
For the improvement of Elk River, Maryland	June 23, 1874	18	240	1	5,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	459	1	5,000 00	1875	10,000 00	.....	.....	10,000 00
	July 14, 1880	21	190	1	10,000 00	1881	10,000 00	.....	.....	10,000 00
	Mar. 3, 1881	21	474	1	5,000 00	1882	5,000 00	.....	.....	5,000 00
Total	.....	.....	.....	.....	25,000 00	.....	25,000 00	.....	.....	25,000 00
Leonardtown Harbor (Breton Bay).										
For improving Breton Bay, Leonardtown, Md	July 18, 1878	20	159	1	5,000 00	1879	5,000 00	.....	.....	5,000 00
	Mar. 3, 1879	20	364	1	4,000 00	1880	4,000 00	.....	.....	4,000 00
	June 14, 1880	21	181	1	3,000 00	1881	3,000 00	.....	.....	3,000 00
	Mar. 3, 1881	21	470	1	3,000 00	1882	3,000 00	.....	.....	3,000 00
Total	.....	.....	.....	.....	15,000 00	.....	15,000 00	.....	.....	15,000 00
Northeast River.										
For the improvement of Northeast River, Maryland	June 10, 1872	17	373	1	10,000 00	1873	10,000 00	.....	.....	10,000 00
	June 14, 1880	21	190	1	5,500 00	1881	5,500 00	.....	.....	5,500 00
Total	.....	.....	.....	.....	15,500 00	.....	15,500 00	.....	.....	15,500 00
Patapsco River.										
For the improvement of the Patapsco River, Maryland, from Fort McHenry to the mouth of said river	Aug. 30, 1852	10	58	.....	20,000 00	1854	2,500 00	.....	.....	2,500 00
	.....	.....	.....	.....	.....	1855	17,500 00	.....	.....	17,500 00
To be expended, under the direction of the Secretary of War, in deepening the channel of the Patapsco River, and in rendering the port of Baltimore accessible to the steam frigates and other war vessels of the United States	Aug. 16, 1856	11	44	.....	100,000 00	1857	57,000 00	.....	.....	57,000 00
	.....	.....	.....	.....	.....	1858	43,000 00	.....	.....	43,000 00
For continuing improvement of Patapsco River	June 21, 1866	14	71	1	5,200 00	.....	.....	.....	.....	.....

* See "Surveys," *post.*

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Patapsco River—Continued.										
For improvement of Patapsco River	Mar. 2, 1867	14	420	1	$75,000 00	1867	$30,200 00			$30,200 00
						1868	51,500 00	$2,007 77		49,492 23
						1870	34 93			34 93
						1872			$472 84	
For widening and deepening the ship canal in the Patapsco River and Chesapeake Bay, leading toward the harbor of Baltimore	July 11, 1870	16	227	3	42,900 00					
For improvement of the ship-channel in the Patapsco River and Chesapeake Bay, leading toward the harbor of Baltimore	Mar. 3, 1871	16	540	1	50,000 00	1871	22,000 00			22,000 00
						1872	40,900 00			40,900 00
						1873	30,000 00			30,000 00
Total					293,100 00		294,634 93	2,007 77	472 84	292,627 16
Pocomoke River.										
For removing obstructions in Pocomoke River, Maryland	June 18, 1878	20	154		10,000 00	1879	5,000 00			5,000 00
						1880	5,000 00			5,000 00
Total					10,000 00		10,000 00			10,000 00
NOTE.—The act of March 3, 1879 (20 Statutes. 371), appropriated the sum of $2,500 each for improving Cambridge Harbor and Pocomoke River. See "Cambridge Harbor," *ante*.										
Queenstown Harbor.										
For the improvement of Queenstown Harbor, Maryland	Mar. 3, 1871	16	540	1	5,000 00	1872	5,000 00			5,000 00
	June 10, 1872	17	373	1	6,000 00	1873	6,000 00			6,000 00
	Mar. 3, 1879	20	371	1	3,000 00	1880	3,000 00			3,000 00
Total					14,000 00		14,000 00			14,000 00
Saint Jerome's Creek.										
For improving the harbor at the entrance of Saint Jerome's Creek, Maryland	Mar. 3, 1881	21	482	1	6,500 00	1881	6,500 00			6,500 00
Secretary Creek.										
For improving Secretary Creek, Maryland	July 14, 1880	21	191	1	3,000 00	1881	3,000 00			3,000 00
	Mar. 3, 1881	21	474	1	3,000 00	1882	3,000 00			3,000 00
Total					6,000 00		6,000 00			6,000 00
Susquehanna River.										
For removing obstructions at the mouth of the Susquehanna River near Havre-de-Grace, Md	Aug. 30, 1852	10	58		10,000 00	1854	100 00			100 00
						1855	9,900 00			9 900 00
For improving channel of Susquehanna River, below Havre-de-Grace	June 23, 1866	14	71		26,400 00	1868	30,500 00	4,500 00		26,000 00
						1870	56 46			56 46
To deepen the harbor or waters at the mouth of the Susquehanna River	July 11, 1870	16	227		12,000 00	1871	12,000 00			12,000 00
						1872	343 54			343 54
For improving the channel of Susquehanna River above and below Havre-de-Grace, and to complete the work at the Fishing Battery light-station near Spesutia Island	June 14, 1880	21	189	1	28,000 00	1881	28,000 00			28,000 00
For improving Susquehanna River above and below Havre-de-Grace	Mar. 3, 1881	21	481	1	15,000 00	1882	15,000 00			15,000 00
Total					91,400 00		95,900 00	4,500 00		91,400 00

Treadhaven Creek.											
For improving Treadhaven Creek, Maryland, for three miles below Easton	July 14, 1880	21	190	1	3,000 00	1881	3,000 00				3,000 00
	Mar. 3, 1881	21	474	1	3,000 00	1882	3,000 00				3,000 00
Total					6,000 00		6,000 00				6,000 00
Wicomico River.											
For the improvement of the Wicomico River, Maryland	June 10, 1872	17	373	1	5,000 00						
	Mar. 3, 1873	17	563	1	5,000 00	1873	5,000 00				5,000 00
	June 23, 1874	18	240	1	5,000 00						
	Mar. 3, 1875	18	459	1	5,000 00	1875	15,000 00				15,000 00
	Aug. 14, 1876	19	136	1	5,000 00	1877	3,000 00				3,000 00
						1878	2,000 00				2,000 00
	June 18, 1878	20	152	1	5,000 00	1879	5,000 00				5,000 00
	Mar. 3, 1879	20	364	1	3,000 00	1880	3,000 00				3,000 00
For improving Wicomico River, below Salisbury	June 14, 1880	21	185	1	5,000 00	1881	5,000 00				5,000 00
	Mar. 3, 1881	21	474	1	2,000 00	1882	1,000 00				1,000 00
Total					40,000 00		39,000 00				39,000 00
Balance									1,000 00		
Worton Harbor.											
For the improvement of Worton Harbor, Maryland	June 10, 1872	17	373	1	12,000 00	1873	12,000 00				12,000 00
MASSACHUSETTS.											
Bass River.											
To survey the harbor at Bass River, between Yarmouth and Dennis, to ascertain the practicability and expense of improving said harbor	Mar. 2, 1829	4	347	2	150 00	1829	150 00	7			149 93
						1831			7		
For the improvement of the harbor at the mouth of Bass River	July 4, 1836	5	129		10,000 41	1837	8,370 00				8,370 00
For continuing the improvement of the harbor at the mouth of Bass River, Massachusetts	July 7, 1838	5	270		10,000 00	1838	3,285 00				3,285 00
						1839	7,187 00				7,187 00
						1840	1,158 41				1,158 41
Total					20,150 41		20,150 41	7	7		20,150 34
Boston Harbor.											
For the preservation of the islands in Boston Harbor necessary to the security of that place: *Provided, however*, That the right of soil of said islands shall be first vested in the United States	Mar. 2, 1825	4	92		52,972 56	1825	10,907 29				10,907 29
						1826	32,950 00				32,950 00
						1827	9,115 27				9,115 27
For preservations of islands in Boston Harbor	Mar. 19, 1828	4	256	1	2,000 00						
For the preservation of Deer Island in Boston Harbor	May 23, 1828	4	289	1	87,000 00	1828	7,500 00				7,500 00
						1829	61,203 50				61,203 50
						1830	20,268 68		27 82		20,268 68
For completion of the sea-wall for the preservation of George's Island in Boston Harbor	Mar. 2, 1829	4	356	1	7,310 54	1829	7,310 54				7,260 68
						1830		49 86			
For the preservation of George's Island, Boston Harbor	Mar. 2, 1831	4	450		5,000 00	1831	5,049 86				5,049 86
	Feb. 24, 1832	4	498		9,000 00	1832	8,780 00				8,779 40
						1834		60			
						1835	220 60				220 60
For completing the sea-wall for the preservation of Deer Island, Boston Harbor	Mar. 2, 1831	4	460		12,390 00	1831	12,390 00				12,390 00
	July 3, 1832	4	552	1	60,000 00	1832	11,890 00				11,890 00
						1833	40,200 00				40,200 00
						1834	6,780 00				6,780 00
						1835	1,130 00				732 61
						1837		397 30	397 30		
For repairs of sea-wall on Deer Island, Boston Harbor	Mar. 3, 1841	5	415		1,500 00	1841	753 00				753 00
	Aug. 31, 1842	5	582		2,000 00	1844	2,747 00				2,747 00
For the preservation of Rainsford Island in the harbor of Boston	July 4, 1836	5	129	1	15,000 00	1836	9,410 00				9,410 00
						1837	5,590 00				5,590 00
For continuing the preservation of Rainsford Island	July 7, 1838	5	270	1	7,353 00	1838	650 00				650 00
						1839	6,703 00				6,703 00
For repair of sea-wall on Rainsford Island, Boston Harbor	Mar. 3, 1841	5	415		1,000 00	1843	900 00				900 00
						1844	100 00				100 00
For sea-wall on Lovell's Island, Boston Harbor, for the said fiscal year	Mar. 3, 1843	5	608	1	16,000 00	1844	13,000 00				13,000 00
						1847	1,500 00				1,500 00
						1849	1,500 00				1,369 23
						1860		130 77	130 77		

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Boston Harbor—Continued.	July 2, 1864	13	353	.....	$10,000 00	1865	$10,000 00	.....	.....	$10,000 00
	Feb. 28, 1865	13	443	.....	3,000 00	1866	4,130 51	$1,130 51	.....	3,000 00
For repair of sea-walls on Deer and on Lovell's Island	June 12, 1866	14	61	.....	50,000 00	1867	18,000 00	132 34	.....	17,867 66
	.....	.....	.....	.....	.....	1868	32,000 00	448 79	.....	31,551 21
	.....	.....	.....	.....	.....	1870	31 68	19 45	.....	12 23
	.....	.....	.....	.....	.....	1872	.....	.....	$568 90	.....
For protection of Great Brewster Island, and security and defense of the principal ship channels into the harbor of Boston: *Provided*, That no portion of said sum of $40,000 shall be expended for the objects aforesaid until the United States shall procure a good and valid title to so much of said Great Brewster Island as may be necessary to the construction of the proposed fortifications	July 20, 1848	9	249	.....	40,000 00	1849	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1850	19,000 00	.....	.....	19,000 00
	.....	.....	.....	.....	.....	1851	16,000 00	.....	.....	16,000 00
For the protection of Great Brewster Island	Aug. 30, 1852	10	57	.....	30,000 00	1853	6,400 00	.....	.....	6,400 00
	.....	.....	.....	.....	.....	1854	10,500 00	.....	.....	10,500 00
	.....	.....	.....	.....	.....	1855	13,100 00	.....	.....	13,100 00
	July 2, 1864	13	353	.....	40,000 00	1865	23,000 00	.....	.....	23,000 00
	Feb. 28, 1865	13	443	.....	20,000 00	1866	41,398 99	4,398 99	.....	37,000 00
For sea-wall of Great Brewster Island	June 12, 1866	14	61	.....	75,000 00	1867	70,000 00	.....	.....	70,000 00
	.....	.....	.....	.....	.....	1868	5,000 00	251 21	.....	4,505 36
	.....	.....	.....	.....	.....	1870	27 61	271 04	.....	.....
	.....	.....	.....	.....	.....	1872	.....	.....	494 64	.....
	Mar. 2, 1867	14	420	1	375,000 00	1867	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1868	156,200 00	12,000 00	.....	144,200 00
For preservation and improvement of Boston Harbor	.....	.....	.....	.....	.....	1869	161,000 00	.....	.....	161,000 00
	.....	.....	.....	.....	.....	1870	32,062 26	.....	.....	32,062 26
	July 11, 1870	16	225	.....	100,000 00	.....	.....	.....	.....	.....
For improvement of Boston Harbor	Mar. 3, 1871	16	541	.....	100,000 00	1871	147,737 74	.....	.....	147,737 74
	.....	.....	.....	.....	.....	1872	80,000 00	.....	.....	80,000 00
	June 10, 1872	17	375	1	75,000 00	.....	.....	.....	.....	.....
For improvement of Boston Harbor, including Deer and Lovell's islands	Mar. 3, 1873	17	565	1	150,000 00	1873	75,000 00	1,442 15	.....	73,557 85
	.....	.....	.....	.....	.....	1874	141,000 00	.....	.....	141,000 00
For the improvement of the harbor at Boston	June 23, 1874	18	241	1	100,000 00	.....	.....	.....	.....	.....
For the improvement of Boston Harbor, $100,000; $10,000 of said amount may be expended for the improvement of Hingham Harbor	Mar. 3, 1875	18	460	1	100,000 00	1875	61,706 53	32,264 38	.....	29,442 15
	.....	.....	.....	.....	.....	1876	105,000 00	.....	.....	105,000 00
For the improvement of Boston Harbor	Aug. 14, 1876	19	137	1	50,000 00	1877	96,000 00	.....	.....	96,000 00
	.....	.....	.....	.....	.....	1878	18,000 00	.....	.....	18,000 00
For improving Boston Harbor, to be expended in improvement of Anchorage Shoals, the channel at the lower middle, and dredging the upper harbor, near the mouth of Mystic River	June 18, 1878	20	158	.....	55,000 00	1879	47,000 00	.....	.....	47,000 00
	Mar. 3, 1879	20	371	1	50,000 00	1880	70,000 00	.....	.....	70,000 00
For improving Boston Harbor, $75,000; of which sum $30,000 shall be expended in the said harbor, $22,500 at the mouth of Charles River in said harbor and up to Watertown, $17,500 in said harbor at the mouth of Mystic River, and $5,000 from said harbor to Nantasket Beach	June 14, 1880	21	182	.....	75,000 00	1881	54,000 00	.....	.....	54,000 00
For improving Boston Harbor, $100,000; of which sum $40,000 shall be expended in said harbor, $35,000 at the mouth of Charles River in said harbor and up to Watertown, $20,000 in said harbor at the mouth of Mystic River, and $5,000 from said harbor to Nantasket Beach	Mar. 3, 1881	21	469	.....	100,000 00	1882	71,000 00	.....	.....	71,000 00
Total	.....	.....	.....	.....	1,876,526 10	.....	1,877,844 06	52,937 48	1,619 52	1,824,906 58
Balance	.....	.....	.....	.....	.....	.....	.....	.....	50,000 00	

*Duxbury Harbor.**										
For the improvement of Duxbury Harbor, Massachusetts	June 10, 1872	17	375	1	10,000 00					
	Mar. 3, 1873	17	565	1	10,000 00	1873	8,024 00			8,024 00
						1874	11,976 00			11,976 00
Total					20,000 00		20,000 00			20,000 00
East Dennis Breakwater.										
For a survey in reference to the construction of a breakwater at East Dennis, Barnstable Bay, Massachusetts	Aug. 30, 1852	10	57		1,500 00	1853	50 00			7 57
						1854		42 43		
						1855	1,492 43			
						1858		1,492 43	1,492 43	
Total					1,500 00		1,542 43	1,534 86	1,492 43	7 57
Edgartown Harbor.										
For making a survey of the flat on the northwest side of the harbor of Edgartown, to ascertain the practicability of building a light-house thereon, and the utility of the same to navigation, and of preventing the said harbor from being filled up with sand	May 20, 1826	4	176	1	500 00	1826	500 00			500 00
For extending the pier on which the light-house is built, at the entrance of Edgartown Harbor, to the shore	Mar. 2, 1829	4	347	2	2,500 00	1829	2,500 00			2,500 00
For the improvement of Edgartown Harbor	June 10, 1872	17	375	1	20,000 00	1873	5,000 00			5,000 00
						1874	15,000 00			15,000 00
Total					23,000 00		23,000 00			23,000 00
Fall River Harbor.										
For the improvement of the harbor at Fall River, Mass	June 23, 1874	18	241	1	10,000 00					
	Mar. 3, 1875	18	460	1	10,000 00	1875	10,000 00			10,000 00
						1876	10,000 00			10,000 00
	Aug. 14, 1876	19	133	1	10,000 00					
						1878	10,000 00			10,000 00
Total					30,000 00		30,000 00			30,000 00
Gloucester Harbor.										
For removing rock in Gloucester Harbor, Massachusetts	June 10, 1872	17	374	1	10,000 00	1873	10,000 00			9,313 16
						1875		686 84		
						1876	686 84			686 84
Total					10,000 00		10,686 84	686 84		10,000 00
Hyannis Harbor.										
For improving Hyannis Harbor, Massachusetts	Mar. 2, 1827	4	228	1	10,650 00	1827	1,000 00			1,000 00
						1828	8,000 00	27 00		7,973 00
						1829	1,650 00		27 00	1,650 00
For completing the breakwater at Hyannis Harbor	Apr. 23, 1830	4	395	1	6,517 82	1830	6,517 82			6,517 82
	Mar. 2, 1831	4	460		8,400 00	1831	7,680 00			7,680 00
	July 3, 1832	4	552	1	7,600 00	1832	3,540 00	140 10		3,399 90
	Mar. 2, 1833	4	648	1	5,000 00	1833	9,920 10			9,920 10
	June 28, 1834	4	703		10,000 00	1834	4,770 00			4,770 00
	Mar. 3, 1835	4	754		9,000 00	1835	9,130 00			9,130 00
						1836	5,100 00			5,100 00
For continuing the breakwater at Hyannis Harbor	Mar. 3, 1837	5	188	1	5,000 00	1837	5,000 00			5,000 00
	July 7, 1838	5	269	1	8,764 00	1839	7,674 28			7,674 28
						1840	1,089 72			1,089 72
For repairing the breakwater at Hyannis Harbor	Aug. 30, 1852	10	57		5,000 00	1853	500 00			500 00
						1854	4,500 00	47 24		4,452 76
						1855	47 24			
						1858		47 24	47 24	
For improvement of Hyannis Harbor	July 11, 1870	16	225	1	12,000 00					
	Mar. 3, 1871	16	541	1	10,000 00	1871	12,000 00			12,000 00
						1872	10,000 00			10,000 00
	Mar. 3, 1873	17	565		10,000 00	1874	10,000 00			10,000 00
	June 23, 1874	18	241	1	5,000 00	1875	5,000 00			5,000 00
	June 18, 1878	20	158	1	3,000 00	1879	3,000 00			3,000 00

* See "Light-House Establishment," *post*.

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Hyannis Harbor—Continued.										
For improving the harbor of Hyannis, of which $500, or so much thereof as may be necessary, shall be expended in the removal of the wreck at that point	Mar. 3, 1879	20	363	1	$2,500 00	1880	$2,500 00			$2,500 00
For improving harbor at Hyannis; completing improvement	Mar. 3, 1881	21	469	1	5,000 00	1882	5,000 00			5,000 00
Total					123,431 82		123,619 16	$261 58	$74 24	123,357 58
Marblehead Harbor.										
To ascertain the practicability and necessity of constructing a pier at the mouth of the harbor of Marblehead, Mass., for the security of shipping, and also a pier in the harbor of Holmes' Hole for the same object	Mar. 3, 1825	4	135	2	400 00	1825	400 00			249 42
						1826		54 76		
						1827		95 82	150 58	
For the repair of the sea-wall at Marblehead	Aug. 30, 1852	10	59		500 00	1854	500 00			500 00
Total					900 00		900 00	150 58	150 58	749 42
Merrimac River.										
For removing the sand bar at or near the mouth of Merrimac River, Massachusetts, by erecting piers or other works	May 23, 1828	4	289	1	32,100 00	1829	32,100 00			32,100 00
For completing the removal of the sand bar at or near the mouth of the Merrimac River	Apr. 23, 1830	4	395		3,506 72	1830	3,506 72			3,506 72
For the repair and completion of the breakwater at the mouth of the Merrimac River	Mar. 2, 1831	4	460		16,000 00	1831	11,500 00			11,500 00
						1832	2,000 00			2,000 00
For the completion of the breakwater at the mouth of the Merrimac River	Mar. 2, 1833	4	648		4,900 00	1833	2,500 00			2,500 00
For the breakwater at the mouth of Merrimac River	June 28, 1834	4	703		3,860 00	1835	4,000 00		900 00	4,000 00
						1836	3,860 00			3,860 00
For improvement of Merrimac River	July 11, 1870	16	225		25,000 00					
For improvement of Merrimac River above Haverhill, Mass	Mar. 3, 1871	16	541		25,000 00	1871	32,000 00			32,000 00
						1872	18,000 00			18,000 00
	June 10, 1872	17	375	1	25,000 00					
For the improvement of Merrimac River	Mar. 3, 1873	17	565	1	25,000 00	1873	5,000 00			5,000 00
						1874	25,000 00			25,000 00
For continuing the improvements of the Merrimac River	June 23, 1874	18	241	1	10,000 00					
For the improvement of the Merrimac River	Mar. 3, 1875	18	460	1	12,000 00	1875	47,474 82	15,474 82		32,000 00
						1876	5,000 00			5,000 00
						1877	5,000 00			5,000 00
For improving Merrimac River below Mitchell's Falls	June 18, 1878	20	158		10,000 00	1879	10,000 00			10,000 00
For improving Merrimac River	Mar. 3, 1879	20	363		5,000 00	1880	5,000 00			5,000 00
For improving Merrimac River, continuing operations	June 14, 1880	21	184		12,000 00					
For improving Merrimac River	Mar. 3, 1881	21	473		9,000 00	1881	14,000 00			14,000 00
						1882	7,000 00			7,000 00
Total					218,366 72		232,941 54	15,474 82	900 00	217,466 72
Nantucket Harbor.										
For making a survey of the harbor of Nantucket, Massachusetts, and the passage leading to it, and an estimate of the cost of improving and making the harbor a good and secure one.	May 23, 1828	4	289		300 00	1828	300 00			299 37
						1829		63	63	
For removing the bar at the mouth of the harbor	Mar. 2, 1829	4	347	2	30,000 00	1829	19,653 00			19,653 00
						1830	10,347 00			10,347 00
	Mar. 2, 1831	4	460		8,265 00	1831	6,780 00			6,780 00
	July 3, 1832	4	552	1	6,000 00	1832	2,575 00			2,575 00
						1834			4,910 00	

To pay Samuel B. Tuck for 30⅛ chaldrons of Virginia coal delivered at Nantucket Harbor in 1832	June 15, 1844	6	916	.....	412 12	1845	412 12	.....	.....	412 12
To pay George M. Jones a balance due for blacksmiths' work and materials for the use of the dredging-machine at Nantucket Harbor in 1832	June 15, 1844	6	916	.....	320 89	1846	320 89	.....	.....	320 89
To pay Samuel B. Folger for blacksmiths' work and materials furnished for the public works at Nantucket Harbor in 1830–1832	June 15, 1844	6	916	.....	536 74	1846	536 74	.....	.....	536 74
For improving Nantucket Harbor	June 14, 1880	21	180	.....	50,000 00	1881	30,000 00	.....	.....	30,000 00
	Mar. 3, 1881	21	469	.....	25,000 00	.....	.....	.....	.....	.....
Total	.....	.....	.....	.....	120,834 75	.....	70,924 75	63	4,910 63	70,924 12
Balance	.....	.....	.....	.....	.....	.....	.....	.....	45,000 00	
New Bedford Harbor.										
For removing the wreck in the harbor of New Bedford, Mass	July 4, 1836	5	129	1	10,000 00	1837	2,500 00	.....	.....	2,500 00
For removing the sand-bar occasioned by the wreck in the harbor of New Bedford	July 7, 1838	5	270	.....	7,691 37	1838	1,809 00	155 73	7,655 73	1,653 27
	.....	.....	.....	.....	.....	1839	5,881 37	.....	.....	5,881 37
	.....	.....	.....	.....	.....	1840	.....	.....	1 00	.....
For the improvement of the harbor at New Bedford	Mar. 3, 1875	18	461	1	10,000 00	.....	.....	.....	.....	.....
	Aug. 14, 1876	19	133	1	10,000 00	1876	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1878	10,000 00	.....	.....	10,000 00
Total	.....	.....	.....	.....	37,691 37	.....	30,190 37	155 73	7,656 73	30,034 64
Newburyport Harbor.										
For improving harbor at Newburyport, Mass	June 14, 1880	21	184	.....	50,000 00	1881	15,000 00	.....	.....	15,000 00
	Mar. 3, 1881	21	469	.....	40,000 00	1882	25,000 00	.....	.....	25,000 00
Total	.....	.....	.....	.....	90,000 00	.....	40,000 00	.....	.....	40,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	50,000 00	
Plymouth Beach and Harbor.										
For repair of Plymouth Beach in the State of Massachusetts, and thereby prevent the harbor at that place from being destroyed	May 26, 1824	4	38	1	20,000 00	1824	20,000 00	.....	.....	20,000 00
For completing the work to secure Plymouth Beach	Mar. 3, 1825	4	134	2	5,712 00	1825	5,712 00	.....	.....	5,712 00
For completing the repair of Plymouth Beach	Mar. 25, 1826	4	151	1	13,184 90	1826	11,000 00	.....	.....	11,000 00
	.....	.....	.....	.....	.....	1827	2,184 90	.....	.....	2,184 90
For the preservation of Plymouth Beach	Apr. 23, 1830	4	395	.....	1,850 00	1830	1,850 00	.....	.....	1,850 00
For repairing Plymouth Beach	Mar. 2, 1831	4	460	.....	2,820 00	1831	2,820 00	.....	.....	2,820 00
	July 3, 1832	4	551	1	2,500 00	1832	2,500 00	.....	.....	2,500 00
	Mar. 2, 1833	4	648	1	600 00	1833	600 00	.....	.....	600 00
For the preservation of Plymouth Beach	June 28, 1834	4	703	.....	2,000 00	1834	2,000 00	.....	.....	2,000 00
	Mar. 3, 1835	4	754	.....	700 00	1835	700 00	.....	.....	700 00
For the continuation of the works for the preservation of Plymouth Beach	July 2, 1836	5	67	.....	500 00	1836	500 00	.....	.....	500 00
For continuing the preservation of Plymouth Beach	July 7, 1838	5	270	1	2,400 00	1838	2,400 00	.....	.....	2,373 40
	.....	.....	.....	.....	.....	1842	.....	26 60	26 60	.....
For repairing the injuries done to the government on Plymouth Beach, in the great storm of 1851	Aug. 31, 1852	10	57	.....	5,000 00	1854	5,000 00	117 50	.....	4,882 50
	.....	.....	.....	.....	.....	1855	117 50	.....	.....	53 94
	.....	.....	.....	.....	.....	1857	.....	1 66	.....	.....
	.....	.....	.....	.....	.....	1858	.....	.....	1 66	.....
	.....	.....	.....	.....	.....	1859	.....	61 90	61 90	.....
For improvement of Plymouth Harbor	July 11, 1870	16	225	.....	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	541	.....	10,000 00	1871	15,000 00	.....	.....	15,000 00
	.....	.....	.....	.....	.....	1872	5,000 00	.....	.....	5,000 00
	June 10, 1872	17	375	1	2,500 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	565	1	3,000 00	1873	2,500 00	.....	.....	2,500 00
	.....	.....	.....	.....	.....	1874	3,000 00	.....	.....	3,000 00
	June 23, 1874	18	241	1	5,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	460	1	10,000 00	1875	7,908 17	1,908 17	.....	6,000 00
	.....	.....	.....	.....	.....	1876	9,000 00	.....	.....	9,000 00
	June 18, 1878	20	158	1	5,000 00	1879	4,000 00	.....	.....	4,000 00
For repair of harbor at Plymouth	Mar. 3, 1879	20	363	1	3,500 00	1880	2,000 00	.....	.....	2,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Plymouth Beach and Harbor—Continued.										
For improving harbor at Plymouth	June 14, 1880	21	180	1	$10,000 00	1881	$8,500 00			$8,500 00
	Mar. 3, 1881	21	469	1	10,000 00	1882	14,000 00			14,000 00
Total					126,266 90		128,292 57	$2,115 83	$90 16	126,176 74
Provincetown Harbor.										
For the preservation of the point of land forming Provincetown Harbor, Massachusetts	May 19, 1826	4	175	1	3,500 00	1828			3,500 00	
	Mar. 2, 1829	4	349		3,500 00	1830	2,300 00			2,300 00
For further protection and preservation of the beach of Provincetown	Mar. 2, 1831	4	460		2,050 00	1831	3,154 36			3,154 36
	Mar. 3, 1832	4	551	1	4,600 00	1833	4,456 23			4,456 23
	June 28, 1834	4	703		4,400 00					
	Mar. 3, 1835	4	754		4,400 00	1835	4,763 76			4,763 76
For the continuation of the works for the preservation of the beach at Provincetown Harbor	July 2, 1836	5	67		4,400 00	1836	4,614 00			4,614 00
						1837	4,061 65			4,061 65
	July 7, 1838	5	270		4,500 00	1839	4,358 48			4,358 48
						1840	141 52			
						1841		141 52	141 52	
For the preservation of Cape Cod Harbor, at and near Provincetown	Aug. 30, 1852	10	57		5,000 00	1853	50 00			50 00
						1854	3,550 00			3,550 00
						1855	1,564 13	164 13		1,376 05
						1859		23 35	23 35	
						1860		60	60	
For preservation of Provincetown Harbor	June 23, 1866	14	71		43,068 44					
For the preservation of the harbor of Provincetown, the same to be expended under the supervision of a board of officers to be appointed by the Secretary of War	July 28, 1866	14	323		8,000 00	1867	3,000 00			3,000 00
						1868	10,000 00			10,000 00
						1869	30,000 00			30,000 00
						1870	239 77			239 77
For improvement of Provincetown Harbor	Mar. 3, 1871	16	541		6,000 00	1871	4,028 67			4,028 67
						1872	9,800 00			9,800 00
	June 10, 1872	17	375	1	5,000 00					
	Mar. 3, 1873	17	565	1	6,000 00	1873	8,000 00			8,000 00
						1874	3,000 00			3,000 00
	June 23, 1874	18	242	1	6,000 00					
	Mar. 3, 1875	18	460	1	5,000 00	1875	10,986 98	2,986 98		8,000 00
						1876	3,000 00			3,000 00
	Aug. 14, 1876	19	137	1	4,000 00	1877	3,000 00			3,000 00
						1878	1,000 00			1,000 00
For the maintenance and annual repairs of the harbor at Provincetown	June 18, 1878	20	158	1	1,000 00	1879	1,000 00			1,000 00
	Mar. 3, 1879	20	363	1	1,000 00	1880	1,000 00			1,000 00
	June 14, 1880	21	180	1	500 00					
For improving harbor at Provincetown	Mar. 3, 1881	21	469	1	5,000 00	1881	1,500 00			1,500 00
						1882	4,000 00			4,000 00
Total					126,918 44		126,569 55	3,316 58	3,665 47	123,252 97
Salem Harbor.										
For removing sand-bar forming at the entrance of Salem Harbor, Massachusetts	Mar. 3, 1873	17	565	1	15,000 00	1873	7,000 00			7,000 00
						1874	8,000 00			8,000 00
	June 23, 1874	18	241	1	10,000 00	1875	10,000 00			10,000 00
Total					25,000 00		25,000 00			25,000 00

Sandy Bay Breakwater.										
For examining the piers erected at Sandy Bay, to report the condition of the same, and what works are necessary to make a good and safe harbor at that place, together with an estimate of the cost	Mar. 2, 1829	4	347	.....	150 00	1829	150 00	.....	.....	146 68
	.....	.....	.....	.....	.....	1833	.....	3 32	3 32	.....
For the construction of a breakwater at Sandy Bay, agreeably to the report of a survey made by direction of the Department of War, transmitted to Congress by the President, April 23, 1830	July 4, 1836	5	129	.....	10,000 00	1836	10,000 00	.....	.....	10,000 00
For continuing the breakwater at Sandy Bay	Mar. 3, 1837	5	188	.....	20,000 00	1837	20,000 00	.....	.....	20,000 00
	July 7, 1838	5	269	.....	20,000 00	1838	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1839	10,000 00	.....	.....	10,000 00
The act of February 13, 1845, directs the payment of such sum as shall be found equitably due to Gideon Batchelder and others, by the proper accounting officer, for any stone delivered in 1838 and 1839 towards the erection of Sandy Bay Breakwater, near Gloucester, Mass., under the inspection and by the assent of the public agent there at that time	Feb. 13, 1845	6	935	.....	1,487 24	1845	1,487 24	.....	.....	1,487 24
	.....	.....	.....	.....	16,950 03	1846	16,950 03	.....	.....	16,950 03
The act of March 3, 1847, directs the payment of $645.30 to Josiah Haskell, in full compensation for his services on Sandy Bay Breakwater	Mar. 3, 1847	9	696	.....	645 30	1847	645 30	.....	.....	645 30
Total	.....	.....	.....	.....	69,232 57	.....	69,232 57	3 32	3 32	69,229 25
Scituate Harbor.										
For surveying North River, between Scituate and Marshfield, to ascertain the expediency of removing obstructions at the mouth of the same, and to make an estimate of the cost	Mar. 2, 1829	4	346	2	180 00	1829	180 00	1 06	.....	178 94
	.....	.....	.....	.....	.....	1831	.....	.....	1 06	.....
For a survey in reference to the improvement of the harbor of Scituate in connection with the North River, Massachusetts	Aug. 30, 1852	10	57	.....	1,000 00	1854	1,000 00	.....	.....	912 04
	.....	.....	.....	.....	.....	1857	.....	10	.....	.....
	.....	.....	.....	.....	.....	1858	.....	87 86	87 96	.....
For improving Scituate Harbor	June 14, 1880	21	190	.....	7,500 00	1881	2,500 00	.....	.....	2,500 00
	Mar. 3, 1881	21	480	.....	10,000 00	1882	15,000 00	.....	.....	15,000 00
Total	.....	.....	.....	.....	18,680 00	.....	18,680 00	89 02	89 02	18,590 98
Taunton River.										
For a survey of Taunton River and New Bedford Harbor, Massachusetts	Aug. 30, 1852	10	59	.....	3,000 00	1853	2,300 00	.....	.....	2,300 00
	.....	.....	.....	.....	.....	1854	700 00	89 09	.....	610 91
	.....	.....	.....	.....	.....	1855	89 09	.....	.....	39 30
	.....	.....	.....	.....	.....	1858	.....	49 79	49 79	.....
For the improvement of Taunton River	July 11, 1870	16	225	.....	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	541	.....	10,000 00	1871	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1872	10,000 00	.....	.....	10,000 00
	June 10, 1872	17	375	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	565	1	10,000 00	1873	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1874	10,000 00	.....	.....	10,000 00
	June 23, 1874	18	241	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	460	1	10,000 00	1875	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1876	10,000 00	.....	.....	10,000 00
	June 18, 1878	20	159	1	2,000 00	1879	2,000 00	.....	.....	2,000 00
	Mar. 3, 1879	20	363	1	1,000 00	1880	1,000 00	.....	.....	1,000 00
	June 14, 1880	21	190	1	17,500 00	1881	10,000 00	.....	.....	10,000 00
	Mar. 3, 1881	21	473	1	25,000 00	1882	7,500 00	.....	.....	7,500 00
Total	.....	.....	.....	.....	108,500 00	.....	83,589 09	138 88	49 79	83,450 21
Balance	.....	.....	.....	.....	.....	.....	.....	.....	25,000 00	.....
Wareham Harbor.										
For the improvement of Wareham Harbor, Massachusetts	June 10, 1872	17	375	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	565	1	10,000 00	1873	5,000 00	.....	.....	5,000 00
	June 23, 1874	18	241	1	10,000 00	1874	15,000 00	.....	.....	15,000 00
	Mar. 3, 1875	18	460	1	10,000 00	1875	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1876	10,000 00	.....	.....	10,000 00
	Mar. 3, 1881	21	480	.....	10,000 00	1882	10,000 00	.....	.....	10,000 00
Total	.....	.....	.....	.....	50,000 00	.....	50,000 00	.....	.....	50,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Wellfleet Harbor.										
For removal of rocks at entrance of Wellfleet Harbor, Massachusetts	June 10, 1872	17	375	1	$5,000 00	1873	$5,000 00			$5,000 00
Wood's Holl Harbor.										
For the preservation of Great Wood's Holl Harbor, Massachusetts	Aug. 30, 1852	10	57		2,500 00	1853	710 00			710 00
						1854	1,790 00	$17 24		1,772 76
						1855	17 24			
For improving entrance to Wood's Holl Harbor, to secure a channel 200 feet wide and 10 feet deep	Mar. 3, 1879	20	371		15,000 00	1858		17 24	$17 24	
						1880	15,000 00			15,000 00
Total					17,500 00		17,517 24	34 48	17 24	17,482 76
MICHIGAN.										
Alpena Harbor—Thunder Bay.										
For the improvement of the harbor at Thunder Bay, Michigan	Aug. 14, 1876	19	136	1	4,500 00	1878	4,500 00	564 64		3,935 36
						1880	564 64			564 64
Total					4,500 00		5,064 64	564 64		4,500 00
Au Sable River.										
For improving mouth of Au Sable River, Lake Huron	Mar. 2, 1867	14	419		50,000 00	1868	10,000 00			10,000 00
						1869	31,500 00			31,500 00
						1870	8,234 38			8,234 38
For improvement of Au Sable River, Michigan	July 11, 1870	16	224		15,000 00					
	Mar. 3, 1871	16	539		10,000 00	1871	16,265 62			16,265 62
						1872	9,000 00			9,000 00
	June 10, 1872	17	371	1	10,000 00	1873	5,019 50			5,019 50
						1874	4,980 50			4,980 50
	Aug. 3, 1876	19	136	1	1,000 00					
For improving harbor and river at Au Sable	Mar. 3, 1879	20	369	1	7,000 00	1880	5,000 00			5,000 00
	June 14, 1880	21	182		7,000 00					
	Mar. 3, 1881	21	471		6,000 00	1881	13,000 00			13,000 00
						1882	3,000 00			3,000 00
Total					106,000 00		106,000 00			106,000 00
Belle River—Harbor of Refuge.										
For removing bar at ice harbor of refuge at Belle River, Michigan	Mar. 3, 1881	21	472	1	7,000 00	1881	1,000 00			1,000 00
						1882	6,000 00			6,000 00
Total					7,000 00		7,000 00			7,000 00
Black Lake Harbor.										
	Aug. 30, 1852	10	58	1	8,000 00	1853	3,110 79			3,110 79
						1854	3,108 92			3,108 92
						1855	1,780 29			',779 10
						1856		1 19	1 19	
	June 23, 1866	14	72		55,615 31					
	Mar. 2, 1867	14	419		51,000 00	1867	15,750 00			15,750 00
						1868	42,500 00			42,500 00
						1869	41,000 00			41,000 00

						1870	7,341 22			7,341 22
	July 11, 1870	16	224	1	10,000 00					
	Mar. 3, 1871	16	539	1	10,000 00	1871	15,024 09			15,024 09
For the improvement of Black Lake Harbor, Michigan						1872	5,000 00			5,000 00
	June 10, 1872	17	371	1	10,000 00					
	Mar. 3, 1873	17	560	1	12,000 00	1873	10,000 00	7 35		9,992 65
						1874	12,000 00			12,000 00
	June 23, 1874	18	238	1	15,000 00					
	Mar. 3, 1875	18	456	1	15,000 00	1875	10,007 35			10,007 35
						1876	18,000 00			18,000 00
	Aug. 3, 1876	19	135	1	15,000 00	1877	7,000 00			7,000 00
						1878	10,000 00			10,000 00
	June 18, 1878	20	156	1	10,000 00	1879	10,000 00			10,000 00
	Mar. 3, 1879	20	369	1	6,000 00	1880	6,000 00			6,000 00
	June 14, 1880	21	182	.....	6,000 00					
For continuing operations for completion of old project	Mar. 3, 1881	21	471	.....	6,000 00	1881	8,000 00			8,000 00
						1882	4,000 00			4,000 00
Total					229,615 31	.....	229,622 66	8 54	1 19	229,614 12
Charlevoix Harbor.										
	Aug. 14, 1876	19	136	1	10,000 00	1877	3,000 00			3,000 00
						1878	7,000 00			7,000 00
For the improvement of the harbor at Charlevoix, Michigan	June 18, 1878	20	156	1	12,000 00	1879	12,000 00			12,000 00
	Mar. 3, 1879	20	368	1	9,000 00	1880	9,000 00			9,000 00
	June 14, 1880	21	182	.....	10,000 00	1881	10,000 00			10,000 00
	Mar. 3, 1881	21	471	.....	10,000 00	1882	10,000 00			10,000 00
Total					51,000 00	.....	51,000 00			51,000 00
Cheboygan Harbor.										
	Mar. 3, 1871	16	539	1	10,000 00	1871	1,000 00			1,000 00
						1872	9,000 00			9,000 00
	June 10, 1872	17	371	1	15,000 00					
	Mar. 3, 1873	17	560	1	15,000 00	1873	15,000 00			15,000 00
						1874	15,000 00			15,000 00
	June 23, 1874	18	238	1	15,000 00					
For the improvement of Cheboygan Harbor, Michigan	Mar. 3, 1875	18	457	1	15,000 00	1875	15,000 00			15,000 00
						1876	15,000 00			15,000 00
	Aug. 3, 1876	19	136	1	10,000 00	1877	5,000 00			5,000 00
						1878	5,000 00			5,000 00
	June 18, 1878	20	156	1	8,000 00	1879	8,000 00			8,000 00
	Mar. 3, 1879	20	369	1	3,000 00	1880	3,000 00			3,000 00
	June 14, 1880	21	182	1	6,000 00	1881	6,000 00			6,000 00
	Mar. 3, 1881	21	471	1	6,000 00	1882	6,000 00			6,000 00
Total					103,000 00	.....	103,000 00			103,000 00
Clinton River.										
For the improvement of the harbor at the mouth of Clinton River, Michigan	Aug. 30, 1852	10	58	.....	5,000 00	1854	300 00			300 00
						1855	4,700 00	108 44		4,591 56
						1857	108 44			108 44
	July 11, 1870	16	224	.....	5,000 00					
For improvement of Clinton River	Mar. 3, 1871	16	539	.....	1,500 00	1871	5,000 00			5,000 00
						1872	1,500 00			1,500 00
For continuing improvement of Clinton River	Mar. 3, 1881	21	472	1	8,000 00	1881	4,000 00			4,000 00
						1882	4,000 00			4,000 00
Total					19,500 00	.....	19,608 44	108 44		19,500 00
Detroit River.										
For removing bowlders and rock from the Detroit River, partly in Canadian waters	June 23, 1874	18	238	1	25,000 00	1875	4,000 00			4,000 00
						1877	21,000 00			21,000 00
	June 18, 1878	20	156	1	100,000 00	1879	46,000 00			46,000 00
For improving Detroit River, Michigan	Mar. 3, 1879	20	369	1	50,000 00	1880	40,000 00			40,000 00
	June 14, 1880	21	189	1	50,000 00	1881	75,000 00			75,000 00
	Mar. 3, 1881	21	479	.....	50,000 00	1882	89,000 00			89,000 00
Total					275,000 00	.....	275,000 00			275,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Eagle Harbor.										
For improving Eagle Harbor, Lake Superior	Mar. 2, 1867	14	419	1	$65,000 00	1868	$11,000 00			$11,000 00
						1869	10,000 00			10,000 00
						1870	30,172 06			29,838 89
						1871	66 83			
						1872		$400 00		
For the improvement of Eagle Harbor, Michigan	Mar. 3, 1875	18	456	1	10,000 00	1875	15,000 00			15,000 00
						1876	10,000 00	5,276 51		4,723 49
	Aug. 3, 1876	19	133	1	12,000 00	1877	9,037 62			9,037 62
						1878	7,400 00			7,400 00
	June 18, 1878	20	155	1	8,000 00	1879	6,000 00			6,000 00
	Mar. 3, 1879	20	368	1	2,000 00	1881	500 00			500 00
Total					97,000 00		99,176 51	5,676 51		93,500 00
Balance									$3,500 00	
Frankfort Harbor (formerly Aux Becs Scies).										
For improvement of harbor at Aux Becs Scies, Frankfort, Mich.	June 23, 1866	14	72	1	88,541 00					
For improving harbor of Aux Becs Scies	Mar. 2, 1867	14	419		10,000 00	1867	30,000 00			30,000 00
						1868	35,000 00			35,000 00
						1869	33,000 00			33,000 00
						1870	537 09			537 09
	July 11, 1870	16	223	1	10,000 00					
	Mar. 3, 1871	16	538	1	10,000 00	1871	10,003 91			10,003 91
						1872	10,000 00			10,000 00
For the improvement of Frankfort Harbor	June 10, 1872	17	370	1	10,000 00					
	Mar. 3, 1873	17	560	1	10,000 00	1873	5,000 00	7 97		4,992 03
						1874	10,000 00			10,000 00
	June 23, 1874	18	238	1	10,000 00					
	Mar. 3, 1875	18	456	1	10,000 00	1875	12,007 97			12,007 97
						1876	9,000 00			9,000 00
	Aug. 3, 1876	19	133	1	3,000 00	1877	4,000 00			4,000 00
						1878	3,000 00			3,000 00
	June 18, 1878	20	156	1	8,800 00	1879	6,800 00			6,800 00
	Mar. 3, 1879	20	368	1	4,000 00	1880	6,000 00			6,000 00
For improving harbor at Frankfort, to be expended in extending piers or dredging, at discretion of Secretary of War	June 14, 1880	21	184	1	5,000 00					
For improving harbor at Frankfort	Mar. 3, 1881	21	471	1	10,000 00	1881	6,000 00			6,000 00
						1882	9,000 00			9,000 00
Total					189,341 00		189,348 97	7 97		189,341 00
Grand Haven Harbor.										
For the preservation of the harbor at the mouth of Grand River, Michigan	Aug. 30, 1852	10	58	1	2,000 00	1853	200 00			200 00
						1854	101 00	28 00		73 00
						1855	1,727 00			1,105 39
						1866		621 61		
For the improvement of the harbor at Grand Haven	June 23, 1866	14	72	1	65,000 00					
	Mar. 2, 1867	14	419		40,000 00	1867	41,343 22	621 61		40,721 61
						1868	37,008 31			37,008 31
						1869	27,600 00			27,600 00
						1870	288 67			288 67

For the improvement of Grand Haven Harbor	July 11, 1870	16	224	.....	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	539	.....	6,000 00	1871	13,003 02	.....	.....	13,003 02
	.....	.....	.....	.....	.....	1872	3,000 00	.....	.....	3,000 00
	June 10, 1872	17	370	1	15,000 00	1873	15,000 00	.....	.....	15,000 00
	Mar. 3, 1873	17	560	1	75,000 00	1874	45,000 00	.....	.....	45,000 00
	June 23, 1874	18	238	1	50,000 00	1875	55,000 00	.....	.....	55,0 0 00
	.....	.....	.....	.....	.....	1876	22,000 00	.....	.....	22,000 00
	Aug. 14, 1876	19	133	1	15,000 00	1877	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1878	8,000 00	.....	.....	8,000 00
	June 18, 1878	20	156	1	15,000 00	1879	15,000 00	.....	.....	15,000 00
	Mar. 3, 1879	20	369	1	9,000 00	1880	9,000 00	.....	.....	9,000 00
	June 14, 1880	21	182	.....	50,000 00	1881	20,000 00	.....	.....	20,000 00
	Mar. 3, 1881	21	471	.....	50,000 00	1882	50,000 00	.....	.....	50,000 00
Total	.....	.....	.....	.....	402,000 00	.....	373,271 22	1,271 22	.....	372,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	30,000 00	
Grand Marais—Harbor of Refuge.										
For construction of harbor of refuge at Grand Marais, Mich.	June 14, 1880	21	190	1	10,000 00	1881	2,500 00	.....	.....	2,500 00
	Mar. 3, 1881	21	471	1	20,000 00	.....	.....	.....	.....	.....
Total	.....	.....	.....	.....	30,000 00	.....	2,500 00	.....	.....	2,500 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	27,500 00	
Grand River.										
For improving Grand River from its mouth to the city of Grand Rapids, Mich	Mar. 3, 1881	21	472	1	10,000 00	1881	1,000 00	.....	.....	1,000 00
	.....	.....	.....	.....	.....	1882	7,000 00	.....	.....	7,000 00
Total	.....	.....	.....	.....	10,000 00	.....	8,000 00	.....	.....	8,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	2,000 00	
Lake Huron—Harbor of Refuge.										
For harbor of refuge, Lake Huron, Michigan	Mar. 3, 1871	16	539	1	100,000 00	1871	7,200 00	.....	.....	7,200 00
	.....	.....	.....	.....	.....	1872	5,000 00	.....	.....	5,000 00
For the improvement of harbor of refuge on Lake Huron	June 10, 1872	17	371	1	100,000 00	1873	20,000 00	.....	.....	20,000 00
	Mar. 3, 1873	17	560	1	75,000 00	1874	20,302 25	.....	.....	20,302 25
	June 23, 1874	18	238	1	75,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	457	1	100,000 00	1875	107,000 00	1,000 00	.....	106,000 00
	.....	.....	.....	.....	.....	1876	190,548 50	.....	.....	190,548 50
For the improvement of the harbor of refuge, Lake Huron, including the removal of the wreck of the City of Buffalo	Aug. 3, 1876	19	137	1	75,000 00	1877	125,000 00	.....	.....	125,000 00
	.....	.....	.....	.....	.....	1878	50,949 25	.....	.....	50,949 25
For improving harbor of refuge, Lake Huron	June 18, 1878	20	156	1	100,000 00	1879	60,000 00	.....	.....	60,000 00
For harbor of refuge at Lake Huron	Mar. 3, 1879	20	369	1	75,000 00	1880	60,000 00	.....	.....	60,000 00
	June 14, 1880	21	182	1	75,000 00	1881	65,000 00	.....	.....	65,000 00
	Mar. 3, 1881	21	471	1	50,000 00	1882	85,000 00	.....	.....	85,000 00
Total	.....	.....	.....	.....	825,000 00	.....	796,000 00	1,000 00	.....	795,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	30,000 00	
La Plaisance Bay.										
For making a survey of La Plaisance Bay, to ascertain the expediency of improving the navigation thereof, and the expense of effecting the same	May 20, 1826	4	176	1	200 00	1826	200 00	.....	.....	110 89
	.....	.....	.....	.....	.....	1827	.....	89 11	.....	.....
	.....	.....	.....	.....	.....	1829	.....	.....	89 11	.....
For completing a pier at the entrance of La Plaisance Bay	Mar. 2, 1827	4	229	1	3,977 81	1827	1,000 00	.....	.....	1,000 00
	.....	.....	.....	.....	.....	1828	2,977 81	.....	.....	2,977 81
	Mar. 3, 1829	4	363	1	2,318 00	1829	2,000 00	.....	.....	2,000 00
For the building of piers at the entrance of La Plaisance Bay	Apr. 30, 1830	4	397	.....	89 11	1830	318 00	199 95	.....	118 05
	.....	.....	.....	.....	.....	1831	165 99	.....	.....	165 99
For completing the pier at La Plaisance Bay	July 3, 1832	4	553	.....	8,000 00	1833	8,123 07	.....	.....	8,123 07
	June 28, 1834	4	703	.....	4,895 00	1834	4,895 00	.....	.....	4,895 00
	July 2, 1836	5	69	.....	323 15	1836	323 15	.....	.....	303 13
	.....	.....	.....	.....	.....	1842	.....	20 02	20 02	.....
Total	.....	.....	.....	.....	19,803 07	.....	20,003 02	309 08	109 13	19,693 94

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
***Ludington Harbor* (*formerly Pere Marquette*).**										
For improving harbor of Pere Marquette, Lake Michigan	Mar. 2, 1867	14	421	1	$50,000 00	1867	$10,000 00			$10,000 00
						1868	35,000 00			35,000 00
						1869	4,000 00			4,000 06
						1870	924 60			924 00
For the improvement of Pere Marquette Harbor, Michigan	July 11, 1870	16	224	1	10,000 00					
	Mar. 3, 1871	16	538	1	10,000 00	1871	10,075 40			10,075 40
						1872	10,000 00			10,000 00
	June 10, 1872	17	370	1	1 ,000 00	1873	10,000 00	$0 90		9,999 10
For the improvement of Ludington Harbor, formerly Pere Marquette	Mar. 3, 1873	17	560	1	25,000 00	1874	20,000 00			20,000 00
	June 23, 1874	18	238	1	20,000 00					
	Mar. 3, 1875	18	456	1	10,000 00	1875	23,000 00			23,000 00
						1876	10,000 00			10,000 00
	Aug. 3, 1876	19	133	1	10,000 00	1877	4,000 00		$0 90	4,000 00
						1878	8,000 00			8,000 00
	June 18, 1878	20	156	1	15,000 00	1879	13,000 00			13,000 00
	Mar. 3, 1879	20	369	1	5,000 00	1880	5,000 00			5,000 00
	June 14, 1880	21	182	1	8,000 00	1881	10,000 00			10,000 00
	Mar. 3 1881	21	471	1	10,000 00	1882	10,000 00			10,000 00
Total					183,000 00		183,000 00	90	90	182,999 10
Manistee Harbor.										
For improving harbor of Manistee, Michigan	Mar. 2, 1867	14	419	1	60,000 00	1868	35,000 00			35,000 00
						1869	24,500 00			24,500 00
						1870	232 76			232 76
For the improvement of Manistee Harbor	July 11, 1870	16	224		20,000 00					
	Mar. 3, 1871	16	538		9,000 00	1871	20,267 24			20,267 24
						1872	9,000 00			9,000 00
	June 10, 1872	17	370	1	10,000 00					
	Mar. 3, 1873	17	560	1	10,000 00	1873	5,000 00	87		4,999 13
						1874	15,000 00			15,000 00
	June 23, 1874	18	238	1	10,000 00					
	Mar. 3, 1875	18	456	1	25,000 00	1875	10,000 87			10,000 87
						1876	18,000 00			18,000 00
	Aug. 3, 1876	19	133	1	14,000 00	1877	9,000 00			9,000 00
						1878	10,000 00			10,000 00
	June 18, 1878	20	156	1	15,000 00	1879	17,000 00			17,000 00
	Mar. 3, 1879	20	369	1	10,000 00	1880	4,000 00			4,000 00
	June 14, 1880	21	182		10,000 00	1881	11,000 00			11,000 00
	Mar. 3, 1881	21	471		10,000 00	1882	15,000 00			15,000 00
Total					203,000 00		203,000 87	87		203,000 00
Manistique Harbor.										
For improving Manistique Harbor, Michigan	June 14, 1800	21	183	1	5,000 00	1881	4,000 00			4,000 00
	Mar. 3, 1881	21	471	1	1,000 00					
Total					6,000 00		4,000 00			4,000 00
Balance									2,000 00	
Marquette Harbor.										
	Mar. 2, 1867	14	419	1	85,000 00	1868	35,000 00			35,000 00
						1869	20,000 00			20,000 00
						1870	29,693 22			29,693 22

For the improvement of Marquette Harbor Michigan	July 11, 1870	16	223	1	25,000 00						
	Mar. 3, 1871	16	538	1	60,000 00	1871	573 07				573 07
						1872	84,733 71				84,733 71
	June 10, 1872	17	370	1	50,000 00						
	Mar. 3, 1873	17	560	1	15,000 00	1873	50,000 00				50,000 00
						1874	15,000 00				15,000 00
	June 23, 1874	18	237	1	15,000 00						
	Mar. 3, 1875	18	456	1	15,000 00	1875	15,000 00				15,000 00
						1876	15,000 00				15,000 00
	Aug. 3, 1876	19	133	1	2,000 00	1877	2,000 00				2,000 00
	June 18, 1878	20	155	1	2,000 00						
For improving harbor at Marquette, for repairs	Mar. 3, 1879	20	368	1	1,500 00						
For improving harbor at Marquette, for repairs of existing works	June 14, 1880	21	182	1	1,000 00	1881	2,500 00				2,500 00
						1882	2,000 00				2,000 00
Total					271,500 00		271,500 00				271,500 00
Menomonee Harbor.											
Michigan and Wisconsin. See "Miscellaneous," *post.*											
Monroe Harbor.											
For the construction of a new entrance into the harbor at or near the mouth of the river Raisin, where it unites with Lake Erie, according to a plan and survey of the said works, made under the direction of the War Department by Capt. H. Smith, during the fall of 1834: *Provided, however,* That no part of the sum hereby appropriated shall be expended for improving the channel of said river, but the expenditure hereby directed shall be confined exclusively to the construction of a cut or passage from the lake to the part of the river which is to be used as a harbor for vessels	Feb. 24, 1835	4	752		30,000 00	1835	30,000 00				30,000 00
For the continuation of the works at the harbor near the mouth of the river Raisin, Michigan Territory	July 2, 1836	5	68		15,000 00	1836	15,000 00				15,000 00
	Mar. 3, 1837	5	187	1	30,000 00	1837	28,500 00				28,500 00
	July 7, 1838	5	268	1	15,000 00	1838	9,000 00				9,000 00
						1839	7,500 00				7,480 29
						1842		19 71	19 71		
For the further improvement of River Raisin Harbor, Michigan	June 11, 1844	5	662		20,000 00	1845	15,400 00				15,400 00
						1846	4,328 00				4,328 00
						1847	272 00				272 00
For completing the improvement of the River Raisin Harbor	Aug. 30, 1852	10	58	1	14,000 00	1853	500 00				500 00
						1854	12,000 00				12,000 00
						1855	1,500 00				1,500 00
For improvement of the harbor at Monroe	June 23, 1866	14	72	1	31,015 27	1867	5,000 00				5,000 00
						1868	16,000 00				16,000 00
						1869	2,500 00				2,500 00
						1870	5,002 74				5,002 74
						1871	2,510 32				2,510 32
						1872			2 21		
	June 10, 1872	17	371	1	10,000 00						
	Mar. 3, 1873	17	561	1	15,000 00	1873	15,000 00				15,000 00
						1874	10,000 00				10,000 00
	June 23, 1874	18	238	1	10,000 00						
	Mar. 3, 1875	18	457	1	10,000 00	1875	20,000 00				20,000 00
	Aug. 14, 1876	19	136	1	5,000 00	1877	5,000 00				5,000 00
	June 18, 1878	20	156	1	2,500 00	1879	2,500 00				2,500 00
	Mar. 3, 1879	20	369	1	2,000 00	1880	2,000 00				2,000 00
	June 14, 1880	21	183	1	2,000 00	1881	2,000 00				2,000 00
	Mar. 3, 1881	21	471	1	1,000 00	1882	1,000 00				1,000 00
Total					212,515 27		212,513 06	19 71	21 92		212,493 35
Muskegon Harbor.											
For improvement of Muskegon Harbor, Lake Michigan	Mar. 2, 1867	14	419	1	59,000 00	1867	10,000 00				10,000 00
						1868	27,500 00				27,500 00
						1869	21,000 00				21,000 00
						1870	206 57				206 57
	July 11, 1870	16	224	1	10,000 00						
	Mar. 3, 1871	16	539	1	15,000 00	1871	15,293 43				15,293 43
						1872	10,000 00				10,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Muskegon Harbor—Continued.										
	June 10, 1872	17	370	1	$10,000 00	1873	$10,000 00			$10,000 00
	June 23, 1874	18	238	1	10,000 00					
	Mar. 3, 1875	18	456	1	25,000 00	1875	6,000 00			6,000 00
						1876	22,000 00			22,000 00
For the improvement of Muskegon Harbor, Michigan	Aug. 3, 1876	19	133	1	15,000 00	1877	7,000 00			7,000 00
						1878	12,000 00			12,000 00
						1879	2,000 00			2,000 00
	Mar. 3, 1879	20	369	1	5,000 00	1880	3,500 00			3,500 00
	June 14, 1880	21	183	1	7,500 00	1881	10,000 00			10,000 00
	Mar. 3, 1881	21	471	1	20,000 00	1882	20,000 00			20,000 00
Total					176,500 00		176,500 00			176,500 00
New Buffalo Harbor.										
	Aug. 30, 1852	10	58		8,000 00	1853	6,041 79			5,810 88
For the improvement of the harbor of New Buffalo, Michigan						1854	221 26	$452 17		
						1855	2,189 12			1,940 66
						1866		248 46		
	Mar. 2, 1867	14	419	1	60,000 00	1867	248 46			248 46
For improving harbor of New Buffalo						1868	33,500 00			33,500 00
						1869	20,000 00			20,000 00
						1870	2,070 92	55 60		2,015 32
	July 11, 1870	16	223	1	5,000 00	1871	9,484 68			9,484 68
For the improvement of New Buffalo Harbor	June 10, 1872	17	370	1	5,000 00	1881	1,500 00			1,500 00
						1882	3,500 00			3,500 00
Total					78,000 00		78,756 23	756 23		78,000 00
Ontonagon Harbor.										
	Mar. 2, 1867	14	420	1	97,600 00	1868	35,000 00			35,000 00
						1869	50,000 00			50,000 00
For improving harbor of Ontonagon, Michigan						1870	12,093 26			12,093 26
	July 11, 1870	16	223	1	10,000 00	1871	537 28			537 28
						1872	9,969 46	82 41		9,887 05
	June 23, 1874	18	237	1	23,000 00					
	Mar. 3, 1875	18	456	1	25,000 00	1875	22,000 00			22,000 00
For continuing the improvement of the harbor at Ontonagon						1876	18,000 00			18,000 00
	Aug. 14, 1876	19	133	1	15,000 00	1877	14,082 41			14,082 41
						1878	9,000 00			9,000 00
	June 18, 1878	20	155	1	15,000 00	1879	15,000 00			15,000 00
For improving harbor at Ontonagon, Michigan; of which $15,000 shall be expended in the construction of piers and $2,000 in dredging	Mar. 3, 1879	20	368	1	17,000 00	1880	12,000 00			12,000 00
For continuing improvement, $2,000 of which shall be expended in dredging	June 14, 1880	21	183	1	15,000 00	1881	19,000 00			19,000 00
For improving harbor at Ontonagon	Mar. 3, 1881	21	471	1	20,000 00	1882	21,000 00			21,000 00
Total					237,600 00		237,682 41	82 41		237,600 00
Pentwater Harbor.										
	Mar. 2, 1867	14	421	1	55,000 00	1868	35,000 00			35,000 00
For improving harbor of Pentwater, Lake Michigan						1869	19,500 00			19,500 00
						1870	495 66			495 66

For the improvement of Pentwater Harbor, Michigan	July 11, 1870	16	224	1	10,000 00						
	Mar. 3, 1871	16	539	.....	10,000 00	1871	15,004 34				15,004 34
						1872	5,000 00				5,000 00
	June 10, 1872	17	370	1	30,000 00						
	Mar. 3, 1873	17	561	1	20,000 00	1873	30,000 00				30,000 00
						1874	15,000 00				15,000 00
						1875	5,000 00				5,000 00
	Aug. 14, 1876	19	133	1	10,000 00	1877	2,000 00				2,000 00
						1878	7,000 00				7,000 00
	June 18, 1878	20	156	1	10,000 00	1879	11,000 00				11,000 00
	Mar. 3, 1879	20	369	1	6,000 00	1879	6,000 00				6,000 00
	June 14, 1880	21	183	1	4,000 00	1881	4,000 00				4,000 00
	Mar. 3, 1881	21	471	1	10,000 00	1882	10,000 00				10,000 00
Total					165,000 00		165,000 00				165,000 00
Portage Lake—Harbor of Refuge.											
For harbor of refuge at Portage Lake, Michigan	Mar. 3, 1879	20	371	1	10,000 00	1880	10,000 00				10,000 00
	June 14, 1880	21	183	1	10,000 00	1881	10,000 00				10,000 00
	Mar. 3, 1881	21	471	1	10,000 00	1882	10,000 00				10,000 00
Total					30,000 00		30,000 00				30,000 00
Saginaw River.											
For improvement at the mouth of Saginaw River, Michigan	June 23, 1866	14	72	1	67,500 00						
	Mar. 2, 1867	14	419	1	28,000 00	1867	500 00				500 00
						1868	60,000 00				60,000 00
						1869	34,700 00				34,700 00
						1870	7 11				7 11
For improvement of Saginaw River	July 11, 1870	16	224	1	1,500 00	1871	500 00				500 00
						1872	1,000 00				1,000 00
For continuing the improvement of Saginaw River	June 23, 1874	18	242	1	15,000 00						
	Mar. 3, 1875	18	456	1	30,000 00	1875	15,000 00				15,000 00
						1876	30,000 00				30,000 00
	Aug. 3, 1876	19	136	1	11,000 00	1877	11,000 00				11,000 00
						1878	292 89				292 89
	June 18, 1878	20	156	1	25,000 00	1879	20,000 00				20,000 00
	Mar. 3, 1879	20	369	1	8,000 00	1880	13,000 00				13,000 00
For improving Saginaw River: Continuing operations, of which $10,000 shall be expended for removal of bars at the lower end of the river, and in deepening the channel from the mouth of the river out into the bay	June 14, 1880	21	189	1	15,000 00	1881	12,000 00				12,000 00
For improving Saginaw River	Mar. 3, 1881	21	479	1	10,000 00	1882	12,000 00				12,000 00
Total					211,000 00		210,000 00				210,000 00
Balance										$1,000 00	
Saint Clair River.											
For the improvement of the mouth of Black River, in Saint Clair River, Michigan	June 10, 1872	17	371	1	15,000 00						
For the improvement of Saint Clair River at the mouth of Black River	Mar. 3, 1873	17	561	1	15,000 00	1873	15,000 00				15,000 00
						1874	15,000 00				15,000 00
	June 23, 1874	18	238	1	15,000 00						
	Mar. 3, 1875	18	457	1	10,000 00						
For dredging the bar at the junction of Pine and Saint Clair Rivers	Mar. 3, 1875	18	461	1	5,000 00	1875	15,000 00				15,000 00
						1876	15,000 00				15,000 00
For improving Saint Clair River at the mouth of Black River	June 18, 1878	20	156	1	1,500 00	1879	1,500 00				1,500 00
Total					61,500 00		61,500 00				61,500 00
Saint Clair Flats and Canal.											
For the improvement of the navigation of the Saint Clair Flats connecting the upper and lower lakes	Aug. 30, 1852	10	58	1	20,000 00	1853	20,000 00				20,000 00
						1855	170 99	170 99			
For the purpose of deepening the channel over the Saint Clair Flats, in the State of Michigan	July 8, 1856	11	25	.....	45,000 00	1857	1,000 00				1,000 00
						1858	44,000 00				43,999 76
						1860		24	24		
For improvement of the Saint Clair Flats	June 23, 1866	14	72	1	80,000 00						

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Saint Clair Flats and Canal—Continued.										
For improvement of the Saint Clair Flats, in Michigan, to be expended in accordance with the plans and specifications of Col. T. J. Cram, in his report of December 10, 1866	Mar. 2, 1867	14	419	1	$150,000 00	1867	$500 00			$500 00
						1868	20,000 00			20,000 00
						1869	151,800 00			151,800 00
						1870	57,416 71			57,416 71
For improvement of Saint Clair Flats	July 11, 1870	16	224	1	16,500 00					
	Mar. 3, 1871	16	539	1	1,500 00	1871	16,002 08			16,002 08
						1872	2,281 21			2,281 21
	June 10, 1872	17	371	1	4,000 00					
For improvement of Saint Clair Flats Canal	Mar. 3, 1873	17	561	1	100,000 00	1873	54,000 00			54,000 00
						1874	2,346 03			2,346 03
						1875	35,000 00			35,000 00
						1876	5,000 00			5,000 00
						1877	7,653 97			7,653 97
						1878	35 00	$35 00		
For the improvement of Saint Clair Flats	June 18, 1878	20	156	1	5,000 00	1879	5,000 00			5,000 00
	Mar. 3, 1879	20	369	1	3,000 00	1880	3,000 00			3,000 00
For improving Saint Clair Flats, repairs of canal	June 14, 1880	21	189	1	2,500 00					
For operating and care of Saint Clair Flats Canal	Mar. 3, 1881	21	478	1	5,000 00	1881	7,500 00			7,500 00
	Mar. 3, 1881	21	478	1	4,889 60	1882	4,889 60			4,889 60
Total					437,389 60		437,595 59	206 23	$0 24	437,389 36
Saint Joseph's Harbor.										
For the construction of a pier or breakwater at the mouth of the river Saint Joseph, Michigan	July 4, 1836	5	130	1	20,000 00	1836	20,000 00			20,000 00
For continuing the construction of a pier or breakwater at the mouth of the river Saint Joseph	Mar. 3, 1837	5	187	1	15,000 00	1837	15,000 00			15,000 00
	July 7, 1838	5	268	1	51,113 00	1838	25,556 50			25,556 50
						1839	25,556 50			25,556 50
For continuing the public works at the harbor of Saint Joseph	Mar. 3, 1843	5	619	1	10,000 00	1843	2,987 00			2,987 00
	Mar. 3, 1843	5	619	1	15,000 00					
For the further improvement of the harbor at Saint Joseph	June 11, 1844	5	662		20,000 00	1844	15,726 00			15,726 00
						1845	18,490 00			18,490 00
						1846	7,797 00			7,797 00
For continuing the improvement of the harbor of Saint Joseph	Aug. 30, 1852	10	58		10,000 00	1853	3,000 00			3,000 00
						1854	5,860 00	347 88		5,512 12
						1855	1,487 88			1,487 08
						1856		80	80	
For the improvement of Saint Joseph's Harbor	June 23, 1866	14	72		6,000 00					
	Mar. 2, 1867	14	419		23,000 00	1867	12,000 00			12,000 00
						1868	16,500 00	173 30		16,326 70
						1869	28 52			28 52
						1870	252 84			252 84
	July 11, 1870	16	224	1	15,000 00					
	Mar. 3, 1871	16	539		10,000 00	1871	10,391 94			10,391 94
						1872	15,000 00			15,000 00
	June 10, 1872	17	371	1	3,000 00	1873	3,000 00			3,000 00
	June 23, 1874	18	238	1	2,000 00					
	Mar. 3, 1875	18	461	1	35,000 00	1875	2,000 00			2,000 00
						1876	33,000 00			33,000 00
	Aug. 3, 1876	19	135	1	12,000 00	1877	5,500 00			5,500 00
						1878	7,500 00			7,500 00
For improving river and harbor at Saint Joseph	June 18, 1878	20	156	1	12,000 00	1879	13,000 00			13,000 00
	Mar. 3, 1879	20	369	1	6,000 00	1880	5,000 00			5,000 00

For improving river and harbor at Saint Joseph, including channel up to Benton Harbor	June 14, 1880	21	183	1	8,000 00	1881	9,000 00			9,000 00
	Mar. 3, 1881	21	471	1	10,000 00	1882	10,000 00			10,000 00
Total					283,113 00		283,634 18	521 98	80	283,112 20
Saint Mary's River and Saint Mary's Falls Canal.										
Towards deepening the channel of the Saint Mary's River, in the State of Michigan, by the west channel through Lake George, according to the estimate of Captain Macomb, of the Topographical Corps, communicated to the Senate in the report of the Secretary of War, dated January 18, 1855	July 8, 1856	11	25		100,000 00	1857	1,000 00			1,000 00
						1858	49,000 00			49,000 00
						1859	50,000 00			50,000 00
For improvement of the Saint Mary's River, between Lake Superior and Lake Huron	June 23, 1866	14	72		50,000 00					
	Mar. 2, 1867	14	419		50,000 00	1867	500 00	4 85		495 15
						1868	59,000 00			59,000 00
						1869	40,104 85			40,104 85
						1870	13 03			13 03
For improvement of Saint Mary's Falls Canal and Saint Mary's River	July 11, 1870	16	224	1	150,000 00					
	Mar. 3, 1871	16	539	1	250,000 00	1871	136,000 00			136,000 00
	Feb. 2, 1871	16	402	1	100,000 00	1872	124,000 00		386 97	124,000 00
For the improvement of Saint Mary's River and Saint Mary's Falls Canal, of which $15,000 may be applied to secure the right of way	June 10, 1872	17	371	1	300,000 00	1873	215,962 00			215,962 00
For the improvement of Saint Mary's Falls Canal	Mar. 3, 1873	17	561	1	200,000 00	1874	200,000 00			200,000 00
	June 23, 1874	18	238	1	200,000 00					
For the improvement of Saint Mary's River and Saint Mary's Falls Canal, of which not to exceed $40,000 may be used in the settlement of such claims of the contractors, Barker, Williams, and Bangs, and Barker & Williams, for damages and delays in the time of commencing work on said canal during the existence of their contracts, as the Secretary of War, on the report of the Engineer Department, shall judge to be just and equitable	Mar. 3, 1875	18	456–7	1	200,000 00	1875	180,000 00			180,000 00
						1876	160,000 00			160,000 00
For the improvement of Saint Mary's River and Saint Mary's Falls Canal	Aug. 3, 1876	19	136	1	130,000 00	1877	125,000 00			125,000 00
						1878	274,038 00			274,038 00
	June 18, 1878	20	156	1	175,000 00	1879	225,000 00			225,000 00
For the improvement of Saint Mary's River and Saint Mary's Falls Canal, of which $200,000 shall be expended on the canal, and $100,000 shall be expended on the survey and improvement of the river toward obtaining a depth in the present channel of sixteen feet	Mar. 3, 1879	20	369	1	300,000 00	1880	200,000 00			200,000 00
For improving and operating Saint Mary's River and Saint Mary's Falls Canal; and the Secretary of War is hereby authorized to accept on behalf of the United States, from the State of Michigan, the Saint Mary's Canal and the public works thereon: *Provided,* Such transfers shall be so made as to leave the United States free from any and all debts, claims, or liability of any character whatsoever, and said canal, after such transfer, shall be free for public use: *And provided further,* That after such transfer the Secretary of War be, and hereby is, authorized to draw, from time to time, his warrant on the Secretary of the Treasury, to pay the actual expenses of operating and keeping said canal in repair	June 14, 1880	21	189	1	250,000 00	1881	330,000 00			330,000 00
For completing improvement	Mar. 3, 1881	21	479	1	150,000 00	1882	175,000 00			175,000 00
For operating and keeping in repair Saint Mary's Falls Canal	Mar. 3, 1881	21	478	1	24,000 00	1882	24,000 00			24,000 00
Total					2,629,000 00		2,568,617 88	4 85	386 97	2,568,613 03
Balance									60,000 00	
Saugatuck Harbor.										
For the improvement of Saugatuck Harbor, Michigan	June 11, 1870	16	224	1	10,000 00					
	Mar. 3, 1871	16	539	1	10,000 00	1871	15,000 00			15,000 00
						1872	5,000 00			5,000 00
	June 10, 1872	17	371	1	15,000 00					
	Mar. 3, 1873	17	560	1	10,000 00	1873	5,000 00			5,000 00
						1874	15,000 00			15,000 00
	June 23, 1874	18	238	1	10,000 00					
	Mar. 3, 1875	18	456	1	10,000 00	1875	9,000 00			9,000 00
						1876	16,000 00			16,000 00
	Aug. 3, 1876	19	135	1	3,000 00	1877	3,000 00			3,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Sagautuck Harbor—Continued.										
	June 18, 1878	20	156	1	$2,500 00	1879	$2,500 00			$2,500 00
	Mar. 3, 1879	20	369	1	5,000 00	1880	5,000 00			5,000 00
	June 14, 1880	21	183	1	5,000 00	1881	3,000 00			3,000 00
	Mar. 3, 1881	21	471	1	5,000 00	1882	7,000 00			7,000 00
Total					85,500 00		85,500 00			85,500 00
Sebawaing River.										
For the improvement of the Sebawaing River, Michigan	Mar. 3, 1875	18	461	1	8,000 00	1876	8,000 00			8,000 00
	June 14, 1880	21	192		7,000 00	1881	4,000 00			4,000 00
						1882	3,000 00			3,000 00
Total					15,000 00		15,000 00			15,000 00
South Haven Harbor.										
For improving harbor of South Haven, Michigan	Mar. 2, 1867	14	419	1	43,000 00	1868	32,000 00			32,000 00
						1869	10,700 00			10,700 00
						1870	293 31			293 31
For the improvement of South Haven Harbor	July 11, 1870	16	224	1	10,000 00					
	Mar. 3, 1871	16	539	1	15,000 00	1871	10,006 69			10,006 69
						1872	15,000 00			15,000 00
	June 10, 1872	17	371	1	12,000 00					
	Mar. 3, 1873	17	560	1	20,000 00	1873	12,000 00			12,000 00
						1874	20,000 00			20,000 00
	June 23, 1874	18	238	1	10,000 00					
	Mar. 3, 1875	18	456	1	10,000 00	1875	6,000 00			6,000 00
						1876	14,000 00			14,000 00
	Aug. 3, 1876	19	136	1	10,000 00	1877	5,000 00			5,000 00
						1878	5,000 00			5,000 00
	June 18, 1878	20	156	1	12,000 00	1879	10,000 00			10,000 00
	Mar. 3, 1879	20	369	1	7,500 00	1880	7,500 00			7,500 00
	June 14, 1880	21	183	1	5,000 00	1881	7,000 00			7,000 00
	Mar. 3, 1881	21	471	1	5,000 00	1882	5,000 00			5,000 00
Total					159,500 00		159,500 00			159,500 00
White River Harbor.										
For the improvement of White River Harbor, Michigan	Mar. 2, 1867	14	419	1	57,000 00	1868	36,000 00			36,000 00
						1869	20,500 00			20,500 00
						1870	471 55			471 55
	July 11, 1870	16	224	1	20,000 00					
	Mar. 3, 1871	16	539	1	20,000 00	1871	30,028 45			30,028 45
						1872	10,334 00	$334 00		10,000 00
	June 10, 1872	17	370	1	10,000 00					
	Mar. 3, 1873	17	560	1	7,000 00	1873	10,000 00	3 53		9,996 47
						1874	7,000 00			7,000 00
	June 23, 1874	18	238	1	10,000 00					
	Mar. 3, 1875	18	456	1	10,000 00	1875	5,003 53			5,003 53
						1876	13,000 00			13,000 00
	Aug. 3, 1876	19	133	1	5,000 00	1877	5,000 00			5,000 00
						1878	2,000 00			2,000 00
	June 18, 1878	20	156	1	12,000 00	1879	12,000 00			12,000 00
	Mar. 3, 1879	20	369	1	7,500 00	1880	6,500 00			6,500 00

	June 14, 1880	21	183	1	5,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	471	1	7,500 00	1881	8,000 00	.....	.....	8,000 00
	.....	.....	.....	.....	.....	1882	5,500 00	.....	.....	5,500 00
Total	.....	.....	.....	.....	171,000 00	.....	171,337 53	337 53	.....	171,000 00
MINNESOTA.										
Duluth Harbor.										
For improvement of the harbor at Duluth, Minn	Mar. 3, 1871	16	541	1	60,000 00	1872	60,000 00	.....	.....	60,000 00
For the improvement of Duluth Harbor, Minnesota: *Provided*, That no part of said sum shall be expended so as to injure the harbor of Superior City, Wis	June 10, 1872	17	370	1	50,000 00	1873	50,000 00	.....	.....	50,000 00
For continuing the improvement of the entrance to the inner harbor of Duluth	June 23, 1874	18	237	1	10,000 00	.....	.....	.....	.....	.....
For dredging the inside harbor at Duluth	Mar. 3, 1875	18	456	1	35,000 00	1875	25,000 00	.....	.....	25,000 00
	.....	.....	.....	.....	.....	1876	20,000 00	.....	.....	20,000 00
	Aug. 14, 1876	19	133	1	15,000 00	1877	7,150 00	.....	.....	7,150 00
	.....	.....	.....	.....	.....	1878	4,350 00	.....	.....	4,350 00
For continuing the improvement of harbor of Duluth	June 18, 1878	20	155	1	30,000 00	1879	33,500 00	.....	.....	33,500 00
	Mar. 3, 1879	20	364	1	25,000 00	1880	20,000 00	.....	.....	20,000 00
	June 14, 1880	21	183	1	25,000 00	1881	30,000 00	.....	.....	30,000 00
	Mar. 3, 1881	21	472	1	40,000 00	1882	40,003 00	3 00	.....	40,000 00
Total	.....	.....	.....	.....	290,000 00	.....	290,003 00	3 00	.....	290,000 00
NOTE.—For the expenditure of an appropriation of $100,000, per act of March 3, 1873 (17 Statutes, 560), "For the purpose of dredging out the bay of Superior from the natural entrance to the docks of Superior and Duluth, and preserving both entrances from the lake thereto." See "Superior Bay, Wisconsin," *post*.										
Grand Marais Harbor.										
For improving harbor at Grand Marais, Minn	Mar. 3, 1879	20	371	1	10,000 00	1880	8,000 00	.....	.....	8,000 00
For continuing the improvement	June 14, 1880	21	183	1	10,000 00	1881	7,000 00	.....	.....	7,000 00
	Mar. 3, 1881	21	472	1	20,000 00	1882	25,000 00	.....	.....	25,000 00
Total	.....	.....	.....	.....	40,000 00	.....	40,000 00	.....	.....	40,000 00
Meekers Island, lock and dam. See "Mississippi River," *post*.										
Minnesota River.										
For removing snags and boulders throughout the Minnesota River	Mar. 2, 1867	14	421	1	37,500 00	1867	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1868	25,000 00	.....	.....	25,000 00
	.....	.....	.....	.....	.....	1869	7,250 00	.....	.....	7,250 00
	.....	.....	.....	.....	.....	1870	91 21	.....	.....	91 21
For the improvement of the Minnesota River	July 11, 1870	16	225	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	540	1	10,000 00	1871	10,021 32	.....	.....	10,021 32
	.....	.....	.....	.....	.....	1872	10,137 47	.....	.....	10,137 47
	June 10, 1872	17	372	1	10,000 00	.....	.....	.....	.....	.....
For the improvement of the Minnesota River, Minnesota: *Provided*, That one-half of said sum shall be expended between the mouth of the Yellow Medicine and Minnesota Falls on said river	Mar. 3, 1873	17	562	1	10,000 00	1873	15,000 00	.....	.....	15,000 00
	.....	.....	.....	.....	.....	1874	5,000 00	.....	.....	5,000 00
For the survey or improvement of the Minnesota River	June 23, 1874	18	239	1	10,000 00	.....	.....	.....	.....	.....
For the improvement of the Minnesota River	Mar. 3, 1875	18	458	1	10,000 00	1875	15,000 00	.....	.....	15,000 00
	.....	.....	.....	.....	.....	1876	5,000 00	.....	.....	5,000 00
	Aug. 14, 1876	19	133	1	10,000 00	1877	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1878	5,000 00	.....	.....	5,000 00
	June 18, 1878	20	154	1	10,000 00	1879	10,000 00	.....	.....	10,000 00
Total	.....	.....	.....	.....	117,500 00	.....	117,500 00	.....	.....	117,500 00
Mississippi River. Minnesota and Wisconsin. See "Miscellaneous," *post*.										
Red River of the North. Minnesota and Dakota. See "Miscellaneous," *post*.										
Saint Anthony's Falls. See "Mississippi River," *post*.										
Saint Croix River. Minnesota and Wisconsin. See "Miscellaneous," *post*.										

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
MISSISSIPPI.										
Big Sunflower River.										
For improving Big Sunflower River, Mississippi	Mar. 3, 1879	20	370	1	$20,000 00	1880	$10,000 00			$10,000 00
	June 14, 1880	21	186	1	8,000 00					
	Mar. 3, 1881	21	476	1	4,000 00	1881	20,000 00			20,000 00
						1882	2,000 00			2,000 00
Total					32,000 00		32,000 00			32,000 00
Coldwater River.										
For improving Coldwater River, Mississippi	Mar. 3, 1879	20	370	1	7,000 00	1880	7,000 00			7,000 00
	June 14, 1880	21	186	1	4,000 00	1881	3,000 00			3,000 00
						1882	1,000 00			1,000 00
Total					11,000 00		11,000 00			11,000 00
Mississippi River.										
Mississippi and Arkansas. See "Miscellaneous," *post.*										
Noxubee River.										
For improving Noxubee River, Mississippi	June 14, 1880	21	191	1	12,000 00					
	Mar. 3, 1881	21	476	1	8,000 00	1881	17,000 00			17,000 00
						1882	3,000 00			3,000 00
Total					20,000 00		20,000 00			20,000 00
Pascagoula River.										
For improving the harbor at the mouth of Pascagoula River, Mississippi, and for removing the obstructions to the navigation of said river	Mar. 2, 1827	4	229	1	8,000 00	1827	8,000 00			8,000 00
For deepening the channel at the mouth of Pascagoula River, in addition to the sum before appropriated for that object	May 23, 1828	4	289	.....	17,500 00	1830	1,600 00		$15,900 00	1,600 00
For deepening the channel at Pascagoula River, being the balance of the appropriation of 1825, carried to the surplus fund the first of January, 1830	July 3, 1832	4	551	.....	15,900 00	1832	2,000 00			2,000 00
						1833	3,000 00			3,000 00
						1834	2,000 00	$62 94		1,937 06
						1835	8,962 94			8,517 93
						1836	225 00	225 00		
						1838		42 56	42 56	
						1839		182 45	182 45	
						1844		220 00	220 00	
For a survey of East Pascagoula River, Mississippi	Aug. 30, 1852	10	59	.....	5,000 00	1853	1,000 00			620 22
						1855	4,014 10	14 10		
						1856		11 00		
						1858			11 00	
						1859		4,368 78	4,368 78	
For improving Pascagoula River, and deepening the channel at its mouth	June 18, 1878	20	156	1	10,000 00	1879	2,000 00			2,000 00
For improving Pascagoula River	Mar. 3, 1879	20	372	1	14,000 00					
	June 14, 1880	21	185	1	20,000 00	1881	29,000 00			29,000 00
	Mar. 3, 1881	21	476	1	4,000 00	1882	17,000 00			17,000 00
Total					94,400 00		78,802 04	5,126 83	20,724 79	73,675 21

Pearl River.										
For improving Pearl River, Mississippi, from Jackson to Carthage	Mar. 3, 1879	20	372	1	6,000 00	1880	1,000 00			1,000 00
	June 14, 1880	21	186	1	7,500 00					
For improving Pearl River below Jackson	June 14, 1880	21	190	1	30,000 00	1881	6,100 00			6,100 00
For improving Pearl River from Jackson to Carthage	Mar. 3, 1881	21	476	1	2,500 00					
For improving Pearl River below Jackson	Mar. 3, 1881	21	476	1	25,000 00	1882	1,900 00			1,900 00
Total					71,000 00		9,000 00			9,000 00
Balance									62,000 00	
Tallahatchie River.										
For improving Tallahatchie River, Mississippi	Mar. 3, 1879	20	370	1	6,000 00	1880	6,000 00			6,000 00
For improving Tallahatchie River, of which $4,000 shall be expended below Coldwater, and $5,000 between the mouth of Coldwater and Batesville	June 14, 1880	21	186	1	9,000 00					
For improving Tallahatchie River, of which $2,000 shall be expended above the mouth of Coldwater River to Batesville	Mar. 3, 1881	21	476	1	3,000 00	1881	10,000 00			10,000 00
						1882	2,000 00			2,000 00
Total					18,000 00		18,000 00			18,000 00
Tchula Lake.										
For improving Tchula Lake, Mississippi	Mar. 3, 1881	21	481	1	3,000 00	1881	1,500 00			1,500 00
						1882	1,500 00			1,500 00
Total					3,000 00		3,000 00			3,000 00
Tombigbee and Black Warrior Rivers. Mississippi and Alabama. See "Miscellaneous," *post.*										
Vicksburg Harbor. Mississippi River. See "Miscellaneous," *post.*										
Yallabusha River.										
For improving Yallabusha River, Mississippi	Mar. 3, 1881	21	481	1	3,500 00	1881	1,500 00			1,500 00
						1882	2,000 00			2,000 00
Total					3,500 00		3,500 00			3,500 00
Yazoo River.										
For improvement of Yazoo River, Mississippi	Mar. 3, 1873	17	562	1	40,000 00	1873	5,000 00			5,000 00
						1874	35,000 00			35,000 00
	Mar. 3, 1875	18	458	1	12,000 00	1875	5,000 00			5,000 00
						1876	7,000 00			7,000 00
	Aug. 14, 1876	19	135	1	15,000 00	1877	8,600 00			8,600 00
						1878	6,400 00			6,400 00
	June 18, 1878	20	153	1	25,000 00	1879	20,000 00			20,000 00
	Mar. 3, 1879	20	366	1	15,000 00	1880	20,000 00			20,000 00
	June 14, 1880	21	186	1	12,000 00					
	Mar. 3, 1881	21	476	1	6,000 00	1881	15,000 00			15,000 00
						1882	3,000 00			3,000 00
Total					125,000 00		125,000 00			125,000 00
MISSOURI.										
Black River. Missouri and Arkansas. See "Miscellaneous," *post.*										
Cuivre River.										
For improving Cuivre River from mouth to Chain of Rocks, and removing snags and obstructions	June 14, 1880	21	188	1	2,000 00					
	Mar. 3, 1881	21	478	1	5,000 00	1881	7,000 00			7,000 00
Total					7,000 00		7,000 00			7,000 00
Current River. Missouri and Arkansas. See "Miscellaneous," *post.*										

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Gasconade River.										
For improving Gasconade River, Missouri; removing snags ..	June 14, 1880	21	191	1	$5,000 00	1881	$5,000 00	.....	.....	$5,000 00
	Mar. 3, 1881	21	478	1	10,000 00	1882	10,000 00	.....	.....	10,000 00
Total	.....	....	.....	.....	15,000 00	.....	15,000 00	.....	.....	15,000 00
Mississippi River.										
Missouri and Illinois. See "Miscellaneous," *post.*										
Mississippi and Missouri Rivers.										
Missouri and Illinois. See "Miscellaneous," *post.*										
Missouri River.										
Missouri, Kansas, and Nebraska. See "Miscellaneous," *post.*										
Osage River.										
Missouri and Kansas. See "Miscellaneous." *post.*										
Saint Louis Harbor.										
Mississippi River. See "Miscellaneous," *post.*										
White, Black, and Saint Francis Rivers.										
Missouri and Arkansas. See "Miscellaneous," *post.*										
NEW HAMPSHIRE.										
Cocheco River.										
For deepening the channel of the Cocheco branch of the Piscataqua River, leading into Dover Harbor	July 4, 1836	5	129	1	5,000 00	1836	2,500 00	.....	.....	2,500 00
For completing the channel of the Cocheco branch of the Piscataqua River, New Hampshire	Mar. 3, 1837	5	187	1	5,000 00	1837	5,800 00	.....	.....	5,800 00
	.....	.....	.....	.....	.....	1838	1,700 00	.....	.....	1,700 00
For improvement of Cocheco River within the town of Dover.	Mar. 3, 1871	16	541	1	10,000 00	1871	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1872	5,000 00	.....	.....	5,000 00
	June 10, 1872	17	375	1	10,000 00	1873	3,000 00	.....	.....	3,000 00
	Mar. 3, 1873	17	565	1	10,000 00	1874	17,000 00	.....	.....	17,000 00
	June 23, 1874	18	241	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	460	1	25,000 00	1875	16,000 00	.....	.....	16,000 00
	.....	.....	.....	.....	.....	1876	19,000 00	.....	.....	19,000 00
	Aug. 14, 1876	19	134	1	14,000 00	1877	8,000 00	.....	.....	8,000 00
	.....	.....	.....	.....	.....	1878	6,000 00	.....	.....	6,000 00
	June 18, 1878	20	158	1	6,000 00	1879	6,000 00	.....	.....	6,000 00
Total	.....	....	.....	.....	95,000 00	.....	95,000 00	.....	.....	95,000 00
Exeter River.										
For improving Exeter River, New Hampshire	June 14, 1880	21	183	1	20,000 00	1881	4,000 00	.....	.....	4,000 00
For improving Exeter River, $15,000, of which not exceeding $750 shall be available immediately, to be used in acquiring title to land used in the cut-off at "Ox Bow"	Mar. 3, 1881	21	472	1	15,000 00	1882	31,000 00	.....	.....	31,000 00
Total	.....	....	.....	.....	35,000 00	.....	35,000 00	.....	.....	35,000 00
Lamprey River.										
For improving Lamprey River, New Hampshire, below New Market	Mar. 3, 1881	21	472	1	10,000 00	1881	1,000 00	.....	.....	1,000 00
	.....	.....	.....	.....	.....	1882	9,000 00	.....	.....	9,000 00
Total	.....	....	.....	.....	10,000 00	.....	10,000 00	.....	.....	10,000 00

Portsmouth Harbor.											
For improving Portsmouth Harbor, New Hampshire	Mar. 3, 1879	20	372	1	10,000 00	1880	10,000 00			10,000 00
	June 14, 1880	21	180	1	25,000 00	1881	8,000 00			8,000 00
	Mar. 3, 1881	21	469	1	20,000 00	1882	10,000 00			10,000 00
Total					55,000 00		28,000 00			28,000 00
Balance									$27,000 00	
Winnipiseogee Lake.										
For improving and surveying Winnipiseogee Lake, New Hampshire	June 14, 1880	21	191	1	5,000 00	1881	$1,500 00			1,500 00
For completing improvement: *Provided*, That no right to raise or lower the water-level of said lake is hereby granted to any person or corporation	Mar. 3, 1881	21	472	1	2,500 00	1882	6,000 00			6,000 00
Total					7,500 00		7,500 00			7,500 00
NEW JERSEY.										
Channel between Staten Island and New Jersey.										
New York and New Jersey. See "Miscellaneous," *post.*										
Cheesequake's Creek.										
For improving Cheesequake's Creek, New Jersey	June 14, 1880	21	190	1	20,000 00					
	Mar. 3, 1881	21	473	1	5,000 00	1882	1,000 00			1,000 00
Total					25,000 00		1,000 00			1,000 00
Balance									24,000 00	
Cohansey Creek.										
For the improvement of Cohansey Creek, New Jersey	Mar. 3, 1873	17	564	1	10,000 00	1873	2,000 00			2,000 00
						1874	8,000 00			8,000 00
	June 18, 1878	20	159	1	5,000 00	1879	5,000 00			5,000 00
	Mar. 3, 1879	20	364	1	4,500 00	1880	4,500 00			4,500 00
	June 14, 1880	21	184	1	4,500 00	1881	4,500 00			4,500 00
	Mar. 3, 1881	21	473	1	7,000 00	1882	7,000 00			7,000 00
Total					31,000 00		31,000 00			31,000 00
Cranberry Inlet.										
For the survey of Cranberry Inlet, Barnegat Bay, in reference to its improvement	Aug. 30, 1852	10	57		1,000 00	1853	1,000 00			999 69
						1855		$0 31	31	
Total					1,000 00		1,000 00	31	31	999 69
Delaware River.										
New Jersey and Pennsylvania. See "Miscellaneous," *post.*										
Elizabeth River.										
For improving Elizabeth River, New Jersey, to secure a seven-foot channel	Mar. 3, 1879	20	370	1	7,500 00	1880	7,500 00			7,500 00
For improving Elizabeth River, continuing improvement	June 14, 1880	21	184	1	7,500 00	1881	7,500 00			7,500 00
	Mar. 3, 1881	21	473	1	4,000 00	1882	4,000 00			4,000 00
Total					19,000 00		19,000 00			19,000 00
Flat Beach.										
For a survey of Flat Beach, *alias* Tucker's Island, situated between Old and New Inlet, with a view to preserve the anchorage of the port, and to report an estimate of the cost of such improvement as may be necessary to effect those objects	Mar. 2, 1829	4	347	2	100 00	1829	100 00			70 80
						1833		29 20	29 20	
Total					100 00		100 00	29 20	29 20	70 80

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Little Egg Harbor.										
For the protection and improvement of Little Egg Harbor, New Jersey, according to a plan reported to the War Department.	July 4, 1836	5	130	1	$5,000 00	1837	$5,000 00			$5,000 00
	July 7, 1838	5	270	1	10,000 00	1838	4,000 00			4,000 00
						1839	5,297 00			5,297 00
						1840	703 00			703 00
For repairing the public works at Little Egg Harbor	Aug. 30, 1852	10	59		8,500 00	1853	48 00			48 00
						1855	8,452 00			
						1857		$7,509 24	$7,509 24	
						1858		942 76	942 76	
Total					23,500 00		23,500 00	8,452 00	8,452 00	15,048 00
Manasquan River.										
For improving Manasquan River, New Jersey	Mar. 3, 1879	20	371	1	12,000 00	1880	5,000 00			4,000 00
	June 14, 1880	21	184	1	20,000 00	1881		1,000 00		
						1882	28,581 91	1,581 91		27,000 00
Total					32,000 00		33,581 91	2,581 91		31,000 00
Balance									1,000 00	
Mattawan Creek.										
For improving Mattawan Creek, New Jersey	Mar. 3, 1881	21	480	1	15,000 00	1882	15,000 00			15,000 00
Newark Bay.										
For the survey of sand-bars in Newark Bay, New Jersey	Aug. 30, 1852	10	60		2,000 00	1853	2,000 00			2,000 00
For the removal of the bars at the junction of the Passaic and Hackensack Rivers, in Newark Bay	Aug. 30, 1852	10	57		10,000 00	1853	1,500 00			1,500 00
						1854	15,204 61	6,704 61		8,375 67
						1855		02	02	
						1865		124 31	124 31	
Total					12,000 00		18,704 61	6,828 94	124 33	11,875 67
New Brunswick Harbor.										
For improving the harbor at New Brunswick, New Jersey, by removing obstructions in the Raritan River, according to a plan reported to the War Department by Hartman Bache	July 4, 1836	5	130	1	7,000 00	1837	7,000 00			7,000 00
For improving the harbor of New Brunswick, by removing the obstructions in the Raritan River	Mar. 3, 1837	5	190	1	6,963 00	1838	6,963 00			6,940 88
						1854		22 12	22 12	
Total					13,963 00		13,963 00	22 12	22 12	13,940 88
Passaic River.										
For the improvement of the Passaic River, between Newark and Passaic, New Jersey	June 10, 1872	17	374	1	25,000 00					
For the improvement of the Passaic River	Mar. 3, 1873	17	564	1	25,000 00	1873	5,000 00			5,000 00
						1874	32,000 00			32,000 00
	June 23, 1874	18	241	1	20,000 00					
	Mar. 3, 1875	18	459	1	20,000 00	1875	38,000 00			38,000 00
						1876	15,000 00			15,000 00
	Aug. 14, 1876	19	134	1	10,000 00	1877	2,500 00			2,500 00
						1878	7,500 00			7,500 00
	June 18, 1878	20	159	1	10,000 00	1879	10,000 00			10,000 00
For improving Passaic River above Newark	Mar. 3, 1879	20	364	1	2,000 00	1880	2,000 00			2,000 00
	June 14, 1880	21	190	1	2,000 00	1881	2,000 00			2,000 00

For improving Passaic River, from Pennsylvania Railroad bridge to its mouth	June 14, 1880	21	184	1	30,000 00	1881	22,500 00			22,500 00
	Mar. 3, 1881	21	473	1	50,000 00	1882	58,020 00	2,452 62		55,567 38
Total					194,000 00		194,520 00	2,452 62		192,067 38
Balance									1,932 62	
Rahway River.										
For improving Rahway River, New Jersey, deepening channel and removing obstructions	June 14, 1879	20	370	1	10,000 00	1880	8,000 00			8,000 00
For continuing the improvement of Rahway River	June 14, 1880	21	184	1	10,000 00					
	Mar. 3, 1881	21	473	1	10,000 00	1882	22,359 30	359 30		22,000 00
Total					30,000 00		30,359 30	359 30		30,000 00
Rancocas River.										
For improving Rancocas River, New Jersey	Mar. 3, 1881	21	480	1	10,000 00	1881	5,000 00			5,000 00
						1882	5,000 00			5,000 00
Total					10,000 00		10,000 00			10,000 00
Raritan Bay.										
For improving Raritan Bay, New Jersey, from Perth Amboy and South Amboy to the main ship channel off Great Kiln	Mar. 3, 1881	21	480	1	50,000 00	1882	50,000 00			50,000 00
Raritan River.										
For improving Raritan River, New Jersey	June 18, 1878	20	156	1	200,000 00	1879	74,500 00			74,500 00
	Mar. 3, 1879	20	364	1	60,000 00	1880	180,000 00			180,000 00
For improving Raritan River; of which $70,000 shall be expended in the removal of rocks at Whitehead's sand dock, and $30,000 for dredging the shoals at the middle ground	June 14, 1880	21	185	1	100,000 00	1881	50,500 00			50,500 00
For improving Raritan River; of which $20,000 shall be expended on rocks at Whitehead sand dock, and $5,000 at South Channel, between Crab Island and South Amboy	Mar. 3, 1881	21	469	1	25,000 00	1882	60,000 00			60,000 00
Total					385,000 00		365,000 00			365,000 00
Balance									20,000 00	
Salem River.										
For the removal of obstructions of Salem River, New Jersey	Mar. 3, 1871	16	538	1	4,000 00	1871	2,000 00			2,000 00
						1872	2,000 00			2,000 00
For improving the channel of Salem River and removing obstructions in the Delaware River, at the mouth of Salem River	June 18, 1878	20	157	1	3,000 00	1879	3,000 00			3,000 00
For continuing improvement	June 14, 1880	21	184	1	3,000 00	1881	3,000 00			3,000 00
	Mar. 3, 1881	21	481	1	3,000 00	1882	3,000 00			3,000 00
Total					13,000 00		13,000 00			13,000 00
Shrewsbury River.										
For a survey of Shrewsbury River, New Jersey	Aug. 30, 1852	10	59		1,500 00	1853	500 00			500 00
						1854	1,000 00			994 16
						1857		5 84		
						1858			5 84	
For the improvement of the North and South Branches of Shrewsbury River	Mar. 3, 1871	16	538	1	14,000 00	1871	3,000 00			3,000 00
						1872	11,000 00			11,000 00
	Mar. 3, 1873	17	564	1	5,000 00	1873	3,000 00			3,000 00
						1874	2,000 00			2,000 00
	June 18, 1878	20	159	1	18,000 00	1879	9,000 00			9,000 00
	Mar. 3, 1879	20	372	1	10,000 00	1880	19,000 00			19,000 00
For continuing the improvement of Shrewsbury River	June 14, 1880	21	184	1	30,000 00	1881	17,500 00			17,500 00
For completing the improvement; of which $36,000 shall be expended on South Branch, and $50,000 on Main and North Branch	Mar. 3, 1881	21	470	1	86,000 00	1882	94,629 37	7,129 37		87,500 00
Total					164,500 00		160,629 37	7,135 21	5 84	153,494 16
Balance									11,000 00	

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
South River.										
For the improvement of South River, New Jersey	Mar. 3, 1871	16	538	1	$15,000 00	1871	$3,000 00			$3,000 00
						1872	12,000 00			12,000 00
	Mar. 3, 1873	17	564	1	5,000 00	1873	3,000 00			3,000 00
						1874	2,000 00			2,000 00
For improving South River, Middlesex County	June 14, 1880	21	184	1	40,000 00					
	Mar. 3, 1881	21	470	1	6,000 00	1882	1,000 00			1,000 00
Total					66,000 00		21,000 00			21,000 00
Balance									$45,000 00	
Tucker's Island. See "Flat Beach," *ante.*										
Woodbridge Creek.										
For improving Woodbridge Creek, New Jersey	Mar. 3, 1879	20	370	1	4,000 00	1880	4,000 00			4,000 00
	June 14, 1880	21	184	1	5,000 00	1881	5,000 00			5,000 00
	Mar. 3, 1881	21	473	1	5,000 00	1882	5,258 27	$258 27		5,000 00
Total					14,000 00		14,258 27	258 27		14,000 00
NEW YORK.										
Black River.										
For the improvement of the harbor at the mouth of Black River, in the county of Jefferson	July 4, 1836	5	129	1	5,000 00	1836	1,000 00			1,000 00
For continuing the improvement of the harbor at the mouth of Black River, in Jefferson County, State of New York	Mar. 3, 1837	5	188	1	10,000 00	1837	14,000 00			14,000 00
	July 7, 1838	5	268	1	22,401 00	1838	11,200 50			11,200 50
						1839	11,200 50			10,870 64
						1848		235 43	235 43	
						1854		94 43	94 43	
For the removal of a sand-bar in the harbor at the mouth of Black River, $5,000, or so much thereof as may be necessary	Mar. 3, 1873	17	561	1	5,000 00	1873	400 00			400 00
						1874	4,600 00			4,600 00
Total					42,401 00		42,401 00	329 86	329 86	42,071 14
Black Rock Harbor.										
For extending the pier at Black Rock Harbor, at the outlet of Lake Erie, to a point opposite Bird's Island	Mar. 2, 1829	4	347	2	30,000 00	1829	30,000 00			30,000 00
For extending the pier at Black Rock	Apr. 23, 1830	4	395		3,198 00	1830	3,198 00			3,198 00
For arrearage due the superintendent of the works at Black Rock Harbor, New York	Mar. 2, 1831	4	460		1,800 00	1831	1,800 00			1,800 00
For the work at Black Rock Harbor	July 3, 1832	4	552	1	5,100 00	1832	2,502 27			2,502 27
						1833	2,600 00	2 27		2,597 73
For continuing the improvements of Black Rock Harbor	June 28, 1834	4	703		12,000 00	1834	5,000 00			5,000 00
						1835	7,000 00	495 85		6,504 15
						1836	495 85	3 00	3 00	492 85
Total					52,098 00		52,596 12	501 12	3 00	52,095 00
Buffalo Harbor.										
For building a pier and repairing the old one at the mouth of Buffalo Creek	May 20, 1826	4	175	1	15,000 00	1826	10,000 00			10,000 00
						1827	5,000 00			5,000 00
To complete a pier adjacent to a pier at Buffalo, in the State of New York	May 19, 1828	4	276	1	34,206 00	1828	25,000 00			25,000 00
						1829	9,206 00			9,206 00

For completing piers at Buffalo Harbor, New York	Apr. 23, 1830	4	395	1	15,488 00	1830	15,488 00			15,488 00
For completing the pier at the mouth of Buffalo Harbor	Mar. 2, 1831	4	460		12,900 00	1831	13,065 99	165 99		12,900 00
	July 3, 1832	4	552	1	10,300 00	1832	10,300 00	730 37		9,569 63
	Mar. 2, 1833	4	648	1	31,700 00	1833	20,000 00	622 43		19,377 57
For completing the works at Buffalo	June 28, 1834	4	703		20,000 00	1834	15,500 00	186 58		15,313 42
						1835	14,730 84	1,163 65		13,567 19
						1836	5,393 87	1,221 68		4,172 19
For continuing the works at Buffalo Harbor, and for erecting a mound or sea-wall along the peninsula which separates Lake Erie from Buffalo Creek to prevent the influx at the lake over said peninsula	July 7, 1838	5	270	1	20,500 00					
	July 7, 1838	5	270	1	48,000 00	1838	27,782 00			27,782 00
						1839	16,510 00	216 00		16,294 00
						1840	15,152 00	60 75	9,332 75	15,091 25
For continuation and enlargement of the present harbor at Buffalo	June 11, 1844	5	661		40,000 00	1845	10,700 00			10,700 00
						1846	29,300 00	349 05		28,950 95
For repairing the sea-wall at the harbor of Buffalo	Aug. 30, 1852	10	59		14,000 00					
For sea-wall at Buffalo Creek	Mar. 3, 1853	10	184	1	349 05	1853	3,320 00		349 05	3,320 00
						1854	5,963 00			5,963 00
						1855	5,066 05			5,066 05
To Isaac S. Smith, in full for his account for care and charge of the public property at the city of Buffalo, up to the 30th day of April, 1853, under the direction of the Topographical Bureau	Mar. 2, 1855	10	859	2	452 32	1855	452 32			408 70
						1858		43 62		
						1860	43 62			43 62
For repairs and completion of sea-wall at Buffalo	July 2, 1864	13	354		37,500 00	1865	8,500 00			8,500 00
						1866	29,000 00			29,000 00
For completing the sea-wall at Buffalo Harbor	June 23, 1866	14	72	1	31,000 00	1867	8,000 00			8,000 00
For improvement of Buffalo Harbor	June 23, 1866	14	72	1	100,000 00					
	Mar. 2, 1867	14	420	1	100,000 00	1868	19,002 83	2 53		19,000 30
						1869	117,000 00	467 85		116,532 15
						1870	63,087 46			63,087 46
	July 11, 1870	16	224	1	80,000 00					
	Mar. 3, 1871	16	539	1	100,000 00	1871	122,040 96	1,145 91		120,895 05
						1872	60,000 00		23,485 04	60,000 00
For the improvement of Buffalo Harbor, and the unexpended balance heretofore appropriated for building sea-wall at Buffalo "reappropriated"	June 10, 1872	17	371	1	75,000 00					
	June 10, 1872	17	371	1	23,485 04					
For the improvement of Buffalo Harbor	Mar. 3, 1873	17	561	1	75,000 00	1873	128,485 04			128,485 04
						1874	45,000 00			45,000 00
For the purpose of dredging and protecting the navigable channel at the mouth of Buffalo River, and of removing the sand-bar formed by the great gale of December last at that point. Said sum to be available upon the passage of this act	Feb. 25, 1874	18	18		20,000 00	1874	20,000 00			20,000 00
For continuing the improvement of the harbor at Buffalo; and the Secretary of War is authorized to remove and prevent the accumulations of sand at the entrance to said harbor, provided the same can be done without expense or liability against the United States	June 23, 1874	18	238	1	75,000 00					
For the improvement of the harbor at Buffalo, $100,000; and out of this appropriation the Chief of Engineers may pay Daniel E. Bailey the sum of $23,287.76 for work done by him upon such improvement in 1873 and 1874, and for which he has not been paid in full satisfaction thereof	Mar. 3, 1875	18	457	1	100,000 00	1875	133,287 76	1,000 00		132,287 76
						1876	42,712 24			42,712 24
For the improvement of the harbor at Buffalo	Aug. 14, 1876	19	132	1	85,000 00	1877	45,000 00			45,000 00
						1878	30,000 00			30,000 00
	June 18, 1878	20	157	1	80,000 00	1879	35,000 00			35,000 00
	Mar. 3, 1879	20	369	1	100,000 00	1880	65,000 00			65,000 00
	June 14, 1880	21	181	1	90,000 00	1881	75,000 00			75,000 00
	Mar. 3, 1881	21	469	1	90,000 00	1882	160,000 00			160,000 00
Total					1,524,880 41		1,464,089 98	7,376 41	33,166 84	1,456,713 57
Balance									35,000 00	
Buttermilk Channel.										
For improving Buttermilk Channel, New York	June 14, 1880	21	190	1	60,000 00	1881	46,500 00			46,500 00
	Mar. 3, 1881	21	473	1	60,000 00	1882	23,500 00			23,500 00
Total					120,000 00		70,000 00			70,000 00
Balance									50,000 00	

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Canarsie Bay.										
For improving Canarsie Bay, New York	June 14, 1880	21	186	1	$10,000 00	1881	$10,000 00			$10,000 00
	Mar. 3, 1881	21	480	1	5,000 00					
Total					15,000 00		10,000 00			10,000 00
Balance									$5,000 00	
Cattaraugus Creek.										
For improving the harbor at the mouth of Cattaraugus Creek, on Lake Erie	July 4, 1836	5	129	1	15,000 00	1836	11,990 82			11,990 82
For continuing the improvement of the harbor	Mar. 3, 1837	5	188	1	10,000 00	1837	13,009 18			13,009 18
	July 7, 1838	5	269	1	32,410 00	1838	14,137 00			14,137 00
						1839	16,276 00			16,276 00
						1840	1,997 00			1,997 00
Total					57,410 00		57,410 00			57,410 00
Charlotte Harbor.										
For making a survey of Genesee River and harbor, New York, and estimates of the cost for improving the same	May 23, 1828	4	289	1	300 00	1828	300 00			300 00
For the improvement of the navigation of the Genesee River	Mar. 2, 1829	4	347	2	10,000 00	1829	10,000 00			10,000 00
	Apr. 23, 1830	4	395	1	13,335 00	1830	13,335 00	$143 95	143 95	13,191 05
	Mar. 2, 1831	4	459		16,670 00	1831	16,670 00			16,670 00
For improving the entrance of Genesee River	July 3, 1832	4	552	1	16,000 00	1832	16,000 00			16,000 00
	Mar. 2, 1833	4	648	1	15,000 00	1833	15,000 00			15,000 00
For completing the works on the Genesee River on the present plan	June 28, 1834	4	703		20,000 00	1834	20,000 00			20,000 00
	Mar. 3, 1835	4	754		2,390 00	1835	2,390 00			2,390 00
For continuing the works at the mouth of the Genesee River	July 2, 1836	5	68		20,000 00	1836	10,000 00			10,000 00
For continuing the improvement of the channel at the mouth of Genesee River	Mar. 3, 1837	5	188	1	10,000 00	1837	20,000 00			20,000 00
	July 7, 1838	5	268	1	25,000 00	1838	12,500 00			12,500 00
						1839	12,500 00			12,369 24
						1843		130 76		
For the further removal of obstructions at the mouth of Genesee River	June 11, 1844	5	661		10,000 00	1845	6,023 00	45 34		5,977 66
						1846	2,977 00			2,977 00
						1847	1,000 00			1,000 00
For continuing the removal of obstructions in the harbor at the mouth of the Genesee River, Lake Ontario	Aug. 30, 1852	10	59		20,000 00	1853	4,288 00		176 10	4,288 00
For the improvement of Genesee River	Mar. 3, 1853	10	184	1	176 10	1854	14,740 00			14,740 00
						1855	972 00			233 55
						1859	176 10			
						1862		894 53		
						1863		20 02	914 55	
For the improvement of the harbor of Genesee River	June 23, 1866	14	72	1	75,607 30	1867	11,000 00			11,000 00
						1868	67,005 02	9,000 00		58,005 02
						1869	6,530 48			6,530 48
						1870	35 47			35 47
For the improvement of the harbor at Charlotte	July 11, 1870	16	224	1	12,000 00					
	Mar. 3, 1871	16	539	1	10,000 00	1871	10,300 00			10,300 00
						1872	6,000 00		36 33	6,000 00
						1873	5,700 00			5,700 00
	Mar. 3, 1875	18	457	1	5,000 00	1875	2,000 00			2,000 00
						1876	2,500 00			2,500 00
						1877	500 00			500 00
	June 18, 1878	20	157	1	1,000 00	1879	1,000 00			1,000 00

For improving harbor at Charlotte; repair of piers	Mar. 3, 1879	20	369	1	1,000 00	1880	1,000 00			1,000 00
	June 14, 1880	21	181	1	5,000 00	1881	5,000 00			5,000 00
	Mar. 3, 1881	21	469	1	2,500 00	1882	2,500 00			2,500 00
Total					290,978 40		299,942 07	10,234 60	1,270 93	289,707 47
Delaware River.										
New York and Pennsylvania. See "Miscellaneous," *post.*										
Dunkirk Harbor.										
For erecting a pier by contract at the mouth of Dunkirk Harbor, in the State of New York	Mar. 2, 1827	4	228	1	3,000 00	1827	3,000 00			3,000 00
For completing the erection of piers at the mouth of Dunkirk Harbor	May 19, 1828	4	275	1	6,000 00	1828	6,000 00			6,000 00
	Mar. 3, 1829	4	363	1	9,812 75	1829	9,812 75			9,812 75
	Apr. 23, 1830	4	395	1	1,342 75	1830	1,342 75			1,342 75
For securing and completing the works at the harbor of Dunkirk	Mar. 2, 1831	4	460	.....	6,400 00	1831	6,400 00			6,400 00
For arrearage due for materials delivered to the works	Mar. 2, 1831	4	460	.....	702 50	1831	702 50			702 50
For securing and completing the works at Dunkirk Harbor	July 3, 1832	4	552	1	10,200 00	1832	5,000 00			5,000 00
						1833	5,200 00			5,200 00
For continuing the improvements at Dunkirk Harbor	June 28, 1834	4	703	.....	4,000 00	1834	4,000 00			4,000 00
For extending and completing the pier or breakwater in front of Dunkirk Harbor	Mar. 3, 1835	4	754	.....	9,570 16	1835	10,046 41	476 25		9,570 16
For filling up with stone three hundred and fifty-two yards of the outer pier or breakwater	Mar. 3, 1835	4	754	.....	1,418 27	1835	1,418 27			1,418 27
For continuing the improvement at Dunkirk Harbor	July 2, 1836	5	68	.....	11,000 00	1836	8,458 18	516 89		7,941 29
	Mar. 3, 1837	5	188	1	15,000 00	1837	18,058 71			18,058 71
	July 7, 1838	5	269	1	10,000 00	1838	9,500 00			9,500 00
						1839	200 00			200 00
						1840	300 00			300 00
For continuation of the works at Dunkirk	June 11, 1844	5	661	.....	5,000 00	1847	2,873 93			2,873 93
						1848	2,126 07			2,126 07
For continuing the improvement of the harbor of Dunkirk	Aug. 30, 1852	10	59	.....	30,000 00	1853	267 91			267 91
						1854	1,421 31			1,421 31
						1855	28,310 78			28,152 10
						1861		158 68		
						1862	158 68	100 53		58 15
						1863			100 53	
For the improvement of Dunkirk Harbor	Mar. 2, 1867	14	420	1	100,000 00	1868	25,500 00			25,500 00
						1869	43,000 00			43,000 00
						1870	31,418 94			31,418 94
	July 11, 1870	16	224	1	25,000 00					
	Mar. 3, 1871	16	539	1	25,000 00	1871	37,081 06			37,081 06
						1872	13,000 00			13,000 00
	June 10, 1872	17	371	1	25,000 00	1873	35,000 00			35,000 00
	Mar. 3, 1873	17	561	1	40,000 00	1874	30,000 00			30,000 00
For removing the *debris* of the old breakwater	Mar. 3, 1873	17	772	.....	8,132 95	1873	8,132 95			8,132 95
For the improvement of Dunkirk Harbor	June 23, 1874	18	238	1	35,000 00					
	Mar. 3, 1875	18	457	1	35,000 00	1875	50,000 00			50,000 00
						1876	5,000 00			5,000 00
	Aug. 14, 1876	19	132	1	18,000 00	1877	17,500 00			17,500 00
						1878	15,500 00			15,496 00
						1879		4 00		
	June 14, 1880	21	181	1	10,000 00	1881	2,000 00			2,000 00
						1882	8,004 00			8,004 00
Total					444,579 38		445,735 20	1,256 35	100 53	444,478 85
East Chester Creek.	Mar. 3, 1873	17	564	1	25,000 00	1874	3,000 00			3,000 00
	Mar. 3, 1875	18	460	1	12,000 00	1875	2,000 00			2,000 00
						1876	2,000 00			2,000 00
For the improvement of East Chester Creek, New York						1877	5,000 00			5,000 00
						1878	25,000 00			25,000 00
	June 18, 1878	20	159	1	10,000 00	1879	10,000 00			10,000 00
	Mar. 3, 1879	20	364	1	3,500 00					
	June 14, 1880	21	184	1	3,500 00					
Total					54,000 00		47,000 00			47,000 00
Balance									7,000 00	

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
East River and Hell Gate.										
For further improvement of the harbor of New York by removing the rocks at Hell Gate and Diamond Reef, in the East River	Aug. 30, 1852	10	57	.....	$20,000 00	1853	$20,000 00	.....	.....	$20,000 00
For removing obstructions in East River, including Hell Gate	July 11, 1870	16	225	.....	250,000 00	.....	.....	.....	.....	.....
For improvement of the East River, including Hell Gate	Mar. 3, 1871	16	540	.....	250,000 00	1871	185,000 00	.....	.....	185,000 00
	.....	.....	.....	.....	.....	1872	315,000 00	.....	.....	315,000 00
For the removal of obstructions in the East River, including Hell Gate	June 10, 1872	17	374	1	225,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	564	1	225,000 00	1873	290,000 00	.....	.....	290,000 00
	.....	.....	.....	.....	.....	1874	160,000 00	.....	.....	160,000 00
For continuing the improvement by removing obstructions in the East and Harlem Rivers, at or near Hell Gate	June 23, 1874	18	241	1	225,000 00	.....	.....	.....	.....	.....
For removing obstructions in the East River and Hell Gate	Mar. 3, 1875	18	460	1	250,000 00	1875	245,000 00	.....	.....	245,000 00
	.....	.....	.....	.....	.....	1876	190,000 00	.....	.....	190,000 00
	Aug. 14, 1876	19	132	1	250,000 00	1877	170,000 00	.....	.....	170,000 00
	.....	.....	.....	.....	.....	1878	95,000 00	.....	.....	95,000 00
	June 18, 1878	20	159	1	350,000 00	1879	180,000 00	.....	.....	180,000 00
	Mar. 3, 1879	20	364	1	250,000 00	1880	280,000 00	.....	.....	280,000 00
	June 14, 1880	21	184	1	200,000 00	1881	245,000 00	.....	.....	245,000 00
	Mar. 3, 1881	21	473	1	200,000 00	.....	.....	.....	.....	.....
For the removal of obstructions in East River, Hell Gate, the same to be expended under the direction of the Secretary of War, and to be immediately available	May 4, 1882	22	58	.....	50,000 00	1882	320,000 00	.....	.....	320,000 00
Total	.....	.....	.....	.....	2,745,000 00	.....	2,695,000 00	.....	.....	2,695,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	$50,000 00	.....
Echo Harbor.										
For improving Echo Harbor, New Rochelle, N. Y.	June 18, 1878	20	159	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1879	20	364	1	3,000 00	1880	11,000 00	.....	.....	11,000 00
	June 14, 1880	21	181	1	3,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	469	1	3,000 00	.....	.....	.....	.....	.....
For improving harbor of New Rochelle	Mar. 3, 1881	21	469	1	20,000 00	1882	20,000 00	.....	.....	20,000 00
Total	.....	.....	.....	.....	39,000 00	.....	31,000 00	.....	.....	31,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	8,000 00	.....
Flushing Bay.										
For improving Flushing Bay, New York	Mar. 3, 1879	20	370	1	20,000 00	1880	20,000 00	.....	.....	20,000 00
For improving Flushing Bay: *Provided*, That in the judgment of the engineer in charge this expenditure can be made without serious detriment to property interests on the Newtown side	June 14, 1880	21	186	1	15,000 00	1881	15,000 00	.....	.....	15,000 00
For improving Flushing Bay	Mar. 3, 1881	21	469	1	10,000 00	1882	10,000 00	.....	.....	10,000 00
Total	.....	.....	.....	.....	45,000 00	.....	45,000 00	.....	.....	45,000 00
Genesee River.										
See "Charlotte Harbor," *ante.*										
Gowanus Bay.										
For deepening and widening the channel in Gowanus Bay and the harbor of New York	Mar. 3, 1881	21	469	1	40,000 00	1882	30,000 00	.....	.....	30,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	10,000 00	.....

Great Sodus Bay.										
For removing obstructions at the entrance of the harbor at Big Sodus Bay, on Lake Ontario	Mar. 2, 1829	4	347	2	12,500 00	1829	12,000 00			12,000 00
For removing obstructions at the mouth of Big Sodus Bay	Apr. 23, 1830	4	395	.....	15,280 00	1830	15,780 00			15,780 00
	Mar. 2, 1831	4	460	.....	17,450 00	1831	17,450 00			17,450 00
	July 3, 1832	4	552	1	17,000 00	1832	17,000 00			17,000 00
	Mar. 2, 1833	4	648	1	15,000 00	1833	15,000 00			15,000 00
For continuing the improvements at Big Sodus Bay	June 28, 1834	4	703	.....	15,000 00	1834	15,000 00			15,000 00
	Mar. 3, 1835	4	754	.....	11,790 00	1835	10,790 00			10,790 00
	July 2, 1836	5	67	.....	12,600 00	1836	8,000 00			8,000 00
	Mar. 3, 1837	5	188	1	12,000 00	1837	17,600 00			17,600 00
	July 7, 1838	5	269	1	10,000 00	1838	10,000 00			10,000 00
	June 11, 1844	5	661	.....	5,000 00	1845	4,045 34			4,045 34
	.....	.....	.....	.....	.....	1846	954 66			954 66
For the improvement of the harbor of Sodus Bay	Aug. 30, 1852	10	59	.....	10,000 00	1853	71 95			71 95
	.....	.....	.....	.....	.....	1854	6,240 13			6,240 13
	.....	.....	.....	.....	.....	1855	3,687 92			3,687 92
For repairing the piers in Great Sodus Bay	Aug. 30, 1852	10	60	.....	10,000 00	1853	4,958 95			4,958 95
	.....	.....	.....	.....	.....	1854	4,224 13			4,224 13
	.....	.....	.....	.....	.....	1855	816 92			800 03
	.....	.....	.....	.....	.....	1858	3 53	$20 42		.....
	.....	.....	.....	.....	.....	1860	16 89			16 89
For improvement at Big Sodus Bay Harbor	June 23, 1866	14	72	1	53,151 80	1867	11,251 80			11,251 80
For improving harbor of Big Sodus Bay	Mar. 2, 1867	14	420	1	80,000 00	1868	66,000 00	6,000 00		60,000 00
	.....	.....	.....	.....	.....	1869	54,500 00	656 53		53,843 47
	.....	.....	.....	.....	.....	1870	8,029 33			8,029 33
For the improvement of Big Sodus Harbor	July 11, 1870	16	224	.....	5,000 00	1871	5,027 20			5,027 20
	June 10, 1872	17	371	1	15,000 00	1873	15,000 00	55 84		14,944 16
	June 23, 1874	18	239	1	15,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	458	1	10,000 00	1875	21,055 84			21,055 84
	.....	.....	.....	.....	.....	1876	1,800 00			1,800 00
	Aug. 14, 1876	19	132	1	5,000 00	1877	4,200 00			4,200 00
	.....	.....	.....	.....	.....	1878	3,000 00			3,000 00
	June 18, 1878	20	157	1	5,000 00	.....	.....	.....	.....	.....
For improving harbor at Great Sodus Bay, continuing operations	Mar. 3, 1879	20	369	1	2,000 00	1880	7,000 00			7,000 00
	June 14, 1880	21	181	1	3,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	469	1	5,000 00	1882	8,000 00			8,000 00
Total	.....	.....	.....	.....	361,771 80	.....	368,504 59	6,732 79	.....	361,771 80
Harlem River.										
For the improvement of Harlem River, New York	Mar. 3, 1875	18	461	1	10,000 00	1876	10,000 00			10,000 00
For the improvement of Harlem River, but not to be available until the right of way for this work is secured to the United States free of cost	June 18, 1878	20	158	1	300,000 00	.....	.....	.....	.....	.....
For improving Harlem River, $100,000; but this appropriation is made subject to the provisions and limitations contained in the act of June 18, 1878, relating to said Harlem River improvement and the right of way therefor	Mar. 3, 1879	20	372	1	100,000 00	.....	.....	.....	.....	.....
Total	.....	.....	.....	.....	410,000 00	.....	10,000 00	.....	.....	10,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	400,000 00	
Hudson River.										
For the improvement of the navigation of the Hudson River, New York, and the removal of obstructions therein, according to the plan submitted to the House of Representatives by the Department of War, under date of March 30, 1832	June 30, 1834	4	724	.....	70,000 00	1834	1,000 00	.....	.....	1,000 00
	.....	.....	.....	.....	.....	1835	69,048 37	48 37	.....	69,000 00
For continuing the improvement of the navigation of the Hudson River above and below Albany	July 2, 1836	5	68	.....	100,000 00	1836	100,000 00	.....	.....	100,000 00
	Mar. 3, 1837	5	189	1	100,000 00	1837	100,000 00	.....	.....	100,000 00
	July 7, 1838	5	269	1	100,000 00	1838	50,000 00	.....	.....	50,000 00
	.....	.....	.....	.....	.....	1839	50,000 00	138 83	.....	49,861 17
	.....	.....	.....	.....	.....	1840	138 83	.....	.....	138 83
For continuing the improvement of the navigation of the Hudson River above and below Albany, and not above Troy	Aug. 30, 1852	10	56	.....	50,000 00	1853	1,000 00	.....	.....	1,000 00
	.....	.....	.....	.....	.....	1854	12,347 86	.....	.....	12,347 86
	.....	.....	.....	.....	.....	1855	36,652 14	.....	.....	36,593 14
	.....	.....	.....	.....	.....	1857	.....	59 00	.....	.....
	.....	.....	.....	.....	.....	1858	59 00	.....	.....	59 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Hudson River—Continued.										
For improvement of navigation of Hudson River	June 23, 1866	14	71	.....	$50,000 00	.....	.....	.....	.....	.....
For improvement of Hudson River from Troy to Baltimore	Mar. 2, 1867	14	420	.....	305,188 00	1867	$27,500 00	.....	.....	$27,500 00
	.....	.....	.....	.....	.....	1868	161,800 00	.....	.....	161,800 00
	.....	.....	.....	.....	.....	1869	165,600 00	.....	.....	165,600 00
	.....	.....	.....	.....	.....	1870	286 18	.....	.....	286 18
For improvement of the Hudson River	July 11, 1870	16	225	.....	40,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	540	.....	40,000 00	1871	15,001 82	.....	.....	15,001 82
	.....	.....	.....	.....	.....	1872	65,000 00	.....	.....	65,000 00
	June 10, 1872	17	374	1	40,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	564	1	40,000 00	1873	30,500 00	.....	.....	30,500 00
	.....	.....	.....	.....	.....	1874	32,000 00	.....	.....	32,000 00
For continuing the improvement of the Hudson River, and out of this appropriation the sum of $7,462 may be paid by the Chief of Engineers to Emory R. Seward, in full payment for work done by him in removing the overslaugh rock in the Hudson River, under his contract made in 1870	June 23, 1874	18	241	1	40,000 00	.....	.....	.....	.....	.....
For dredging the mud bars in the Hudson River in front of Jersey City	Mar. 3, 1875	18	457	1	25,000 00	1876	25,000 00	.....	.....	25,000 00
For the improvement of Hudson River	Mar. 3, 1875	18	459	1	40,000 00	1875	57,500 00	.....	.....	57,500 00
	.....	.....	.....	.....	.....	1876	40,000 00	.....	.....	40,000 00
	Aug. 14, 1876	19	135	1	50,000 00	1877	15,000 00	.....	.....	15,000 00
	.....	.....	.....	.....	.....	1878	35,000 00	.....	.....	35,000 00
	June 18, 1878	20	159	1	70,000 00	1879	25,000 00	.....	.....	25,000 00
	Mar. 3, 1879	20	363	1	30,000 00	1880	45,000 00	.....	.....	45,000 00
	June 14, 1880	21	184	1	20,000 00	1881	10,000 00	.....	.....	10,000 00
	Mar. 3, 1881	21	473	1	15,000 00	1882	10,000 00	.....	.....	10,000 00
Total	.....	.....	.....	.....	1,225,188 00	.....	1,180,434 20	$246 20	.....	1,180,188 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	$45,000 00	.....
Huntington Harbor.										
For the improvement of Huntington Harbor, Long Island, New York	June 10, 1872	17	374	1	22,500 00	1873	22,500 00	.....	.....	22,500 00
Little Sodus Bay.										
For the improvement of Little Sodus Bay Harbor, Fairhaven, in Cayuga County, New York	June 23, 1866	14	72	.....	33,840 41	.....	.....	.....	.....	.....
For improving harbor of Little Sodus Bay, New York	Mar. 2, 1867	14	420	1	50,000 00	1867	10,240 41	.....	.....	10,240 41
	.....	.....	.....	.....	.....	1868	54,003 75	2,000 00	.....	52,003 75
	.....	.....	.....	.....	.....	1869	21,300 00	3,721 14	.....	17,578 86
	.....	.....	.....	.....	.....	1870	3,949 87	.....	.....	3,949 87
For improvement of Little Sodus Harbor, New York	July 11, 1870	16	224	1	5,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	539	1	15,000 00	1871	5,003 81	.....	.....	5,003 81
	.....	.....	.....	.....	.....	1872	15,063 71	.....	.....	15,063 71
	June 10, 1872	17	371	1	15,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	561	1	15,000 00	1873	16,500 00	55 33	.....	16,444 67
	.....	.....	.....	.....	.....	1874	13,500 00	.....	.....	13,500 00
	June 23, 1874	18	239	1	15,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	458	1	10,000 00	1875	18,000 00	.....	.....	18,000 00
	.....	.....	.....	.....	.....	1876	5,755 33	.....	.....	5,755 33
	Aug. 14, 1876	19	135	1	5,000 00	1877	3,300 00	.....	.....	3,300 00
	.....	.....	.....	.....	.....	1878	3,000 00	.....	.....	3,000 00
	June 18, 1878	20	157	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1879	20	370	1	5,000 00	1880	15,000 00	.....	.....	15,000 00

For improving Little Sodus Bay, continuing operations	June 14, 1880	21	181	1	20,000 00						
	Mar. 3, 1881	21	469	1	20,000 00	1882	40,000 00				40,000 00
Total					218,840 41		224,616 88	5,776 47			218,840 41
Newtown Creek.											
For improving Newtown Creek, New York	June 14, 1880	21	190	1	10,000 00	1881	10,000 00				10,000 00
Niagara River.											
For improving Niagara River, New York	Mar. 3, 1881	21	480	1	5,000 00	1881	500 00				500 00
						1882	4,500 00				4,500 00
Total					5,000 00		5,000 00				5,000 00
Oak Orchard Harbor.											
For the improvement of the harbor at the mouth of Oak Orchard Creek, on Lake Ontario, according to the plan thereof made by Joseph G. Swift, civil engineer	July 4, 1836	5	129	1	5,000 00	1836	3,600 00				3,600 00
For continuing the improvement of the harbor at the mouth of Oak Orchard Creek	Mar. 3, 1837	5	188	1	5,000 00	1837	6,400 00				6,400 00
	July 7, 1838	5	269	1	5,000 00	1838	5,000 00				5,000 00
For the continuation of the work at Oak Orchard Creek	June 11, 1844	5	661		5,000 00	1845	4,000 00				4,000 00
						1846	1,000 00				1,000 00
For continuing the improvement of the harbor of Oak Orchard Creek	Aug. 30, 1852	10	59		10,500 00	1853	2,898 73				2,898 73
						1854	6,610 39				6,610 39
						1855	990 88				990 88
						1858	29 17	29 17			
	Mar. 2, 1867	14	420	1	87,000 00	1868	33,500 00	8,000 00			25,500 00
						1869	22,000 00	5,850 43			16,149 57
						1870	45,220 72				45,220 72
For the improvement of Oak Orchard Harbor, New York	July 11, 1870	16	224	1	8,000 00						
	Mar. 3, 1871	16	539	1	10,000 00	1871	5,055 98				5,055 98
						1872	9,500 00				9,500 00
	June 10, 1872	17	371	1	2,500 00						
	Mar. 3, 1873	17	561	1	10,000 00	1873	5,400 00				5,400 00
						1874	10,673 73				10,673 73
	June 23, 1874	18	239	1	10,000 00						
	Mar. 3, 1875	18	457	1	10,000 00	1875	19,000 00				19,000 00
						1876	1,000 00				1,000 00
	Aug. 14, 1876	19	132	1	2,000 00	1877	2,000 00				2,000 00
	June 18, 1878	20	157	1	2,000 00						
	Mar. 3, 1879	20	369	1	1,000 00	1880	3,000 00				3,000 00
	June 14, 1880	21	181	1	500 00						
						1882	500 00				500 00
Total					173,500 00		187,379 60	13,879 60			173,500 00
Ogdensburg Harbor.											
For a survey of the harbor of Ogdensburg, New York, with reference to its improvement	Aug. 30, 1852	10	60		3,000 00	1854	75 00				75 00
						1855	2,925 00				2,010 45
						1862		894 53			
						1863		20 02	914 55		
For the improvement of Ogdensburg Harbor, New York	Mar. 2, 1867	14	420	1	40,000 00	1868	7,500 00	4,000 00			3,500 00
						1869	20,000 00	2,772 49			17,227 51
						1870	13,888 37	29 18			13,859 19
	July 11, 1870	16	224		15,000 00						
	Mar. 3, 1871	16	539	1	25,000 00	1871	21,020 58				21,020 58
						1872	16,500 00				16,500 00
	June 10, 1872	17	371	1	10,000 00						
	Mar. 3, 1873	17	561	1	6,000 00	1873	20,800 00				20,800 00
						1874	3,092 72				3,092 72
	June 23, 1874	18	239	1	6,000 00						
	Mar. 3, 1875	18	458	1	5,000 00	1875	8,000 00				8,000 00
						1876	3,000 00				3,000 00
Total					110,000 00		116,801 67	7,716 22	914 55		109,085 45

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Olcott Harbor.										
For improving harbor at Olcott, New York, at mouth of Eighteen-Mile Creek	Mar. 2, 1867	14	420	.....	$60,000 00	1868	$31,000 00	$10,000 00	.....	$21,000 00
	.....	.....	.....	.....	.....	1869	17,539 54	.....	.....	17,539 54
	.....	.....	.....	.....	.....	1870	21,385 64	.....	.....	21,385 64
For the improvement of Olcott Harbor, New York	July 11, 1870	16	224	.....	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	539	.....	5,000 00	1871	11,915 74	.....	.....	11,915 74
	.....	.....	.....	.....	.....	1872	3,159 08	.....	.....	3,159 08
	June 10, 1872	17	371	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	561	1	10,000 00	1873	9,800 00	.....	.....	9,800 00
	.....	.....	.....	.....	.....	1874	10,200 00	.....	.....	10,200 00
	June 23, 1874	18	239	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	457	1	10,000 00	1875	14,000 00	.....	.....	14,000 00
	.....	.....	.....	.....	.....	1876	2,000 00	.....	.....	2,000 00
	.....	.....	.....	.....	.....	1877	4,000 00	.....	.....	4,000 00
	Mar. 3, 1881	21	469	1	3,000 00	1881	1,000 00	.....	.....	1,000 00
	.....	.....	.....	.....	.....	1882	2,000 00	.....	.....	2,000 00
Total	.....	.....	.....	.....	118,000 00	.....	128,000 00	10,000 00	.....	118,000 00
Oswego Harbor.										
For making a survey and examination of the southern shore of Lake Ontario, New York, between Genesee and Oswego Rivers, with a view to the improvement of the most accessible and commodious harbors on the frontier, by erecting piers or other works, and estimates of the costs of the same.	May 23, 1828	4	289	1	400 00	1828	400 00	.....	.....	390 53
	.....	.....	.....	.....	.....	1830	.....	9 47	$9 47	.....
For making a survey of Oswego Bay and Harbor, for ascertaining the expediency and expense of constructing piers to improve the navigation thereof	May 20, 1826	4	176	1	200 00	1826	200 00	.....	.....	200 00
For building two piers at the mouth of Oswego Harbor in the State of New York, $33,348.64; no part of which last-mentioned sum shall be expended until a contract shall have been made for completing said piers, agreeably to the plan proposed in a report made under the act of the 20th of May last	Mar. 2, 1827	4	228	1	33,348 64	1827	6,135 79	125 40	.....	6,010 39
To complete the building of two piers at the mouth of Oswego Harbor, New York	May 19, 1828	4	275	1	9,583 39	1828	14,715 23	.....	.....	14,715 23
For repairing the damages sustained by the piers under construction at the mouth of Oswego River, from a severe gale in October last	Mar. 3, 1829	4	363	1	7,472 00	1829	22,618 34	.....	.....	22,618 34
	.....	.....	.....	.....	.....	1830	7,059 97	.....	.....	7,059 97
For completing piers at Oswego, New York	Mar. 2, 1831	4	460	.....	2,812 92	1831	2,662 33	.....	.....	2,662 33
	.....	.....	.....	.....	.....	1832	150 69	.....	.....	150 69
For securing the works of Oswego Harbor, New York, by a stone pier-head and mole	Mar. 2, 1831	4	460	.....	18,600 00	.....	.....	.....	.....	.....
For claim of contractors for losses by storms in 1829	Mar. 2, 1831	4	460	.....	519 00	.....	.....	.....	.....	.....
For balance due contractors for said piers	Mar. 2, 1831	4	460	.....	84 92	1831	11,733 92	.....	.....	11,733 92
For completing the pier and mole at Oswego, N. Y	July 3, 1832	4	552	1	19,000 00	1832	26,470 00	.....	.....	26,470 00
	Mar. 2, 1833	4	648	1	8,400 00	1833	8,592 00	192 00	.....	8,400 00
For continuing and securing the works at Oswego Harbor	June 28, 1834	4	703	.....	30,000 00	1834	7,640 00	.....	.....	7,640 00
	.....	.....	.....	.....	.....	1835	10,800 00	.....	.....	10,800 00
For continuing the pier and mole at Oswego	July 2, 1836	5	68	.....	20,000 00	1836	19,260 00	.....	.....	19,260 00
	Mar. 3, 1837	5	188	1	15,000 00	1837	30,293 64	2,993 64	.....	27,300 00
	July 7, 1838	5	269	.....	46,067 00	1838	20,966 50	.....	.....	20,966 50
	.....	.....	.....	.....	.....	1839	25,100 50	1 55	.....	25,098 95
	.....	.....	.....	.....	.....	1840	.....	.....	1 55	.....

For the continuation of the works at the harbor of Oswego, Lake Ontario, State of New York	June 11, 1844	5	661	.....	20,000 00	1845	8,000 00	.....	.....	8,000 00
	.....	....	.....	.....	.....	1846	9,000 00	.....	.....	9,000 00
	.....	....	.....	.....	.....	1847	2,000 00	.....	.....	2,000 00
	.....	....	.....	.....	.....	1848	1,000 00	.....	.....	1,000 00
	Aug. 30, 1852	10	59	.....	40,000 00	1853	9,209 00	.....	.....	9,209 00
	.....	....	.....	.....	.....	1854	13,862 92	.....	.....	13,862 92
	.....	....	.....	.....	.....	1855	16,928 08	.....	.....	16,763 18
	.....	....	.....	.....	.....	1856	.....	160 31	31	.....
	.....	....	.....	.....	.....	1858	.....	4 59	4 59	.....
	.....	....	.....	.....	.....	1859	160 00	.....	.....	160 00
Transferred from "Repairs and incidental expenses of light-house at Oswego, New York"	.....	....	.....	.....	10,000 00	1861	10,000 00	.....	.....	10,000 00
	.....	....	.....	.....	20,000 00	1862	2,500 00	711 64	.....	1,788 36
	.....	....	.....	.....	.....	1863	4,628 00	.....	.....	4,628 00
	.....	....	.....	.....	.....	1864	7,711 64	.....	.....	7,711 64
	.....	....	.....	.....	.....	1865	5,872 00	.....	.....	5,823 36
	.....	....	.....	.....	.....	1866	.....	48 64	.....	.....
For the improvement of Oswego Harbor, and preservation of the public works at that point	June 23, 1866	14	72	.....	45,000 00	.....	.....	.....	.....	.....
For improving harbor at Oswego	Mar. 2, 1867	14	420	.....	60,000 00	1867	43,200 00	2,000 00	.....	41,200 00
	.....	....	.....	.....	.....	1868	17,503 10	4,000 00	.....	13,503 10
	.....	....	.....	.....	.....	1869	22,252 72	.....	.....	22,252 72
	.....	....	.....	.....	.....	1870	22,758 03	.....	.....	22,758 03
For enlargement, according to the plan of the engineer department, of harbor facilities at Oswego, N. Y	July 11, 1870	16	224	.....	50,000 00	.....	.....	.....	.....	.....
For improvement of Oswego Harbor, New York	Mar. 3, 1871	16	539	.....	100,000 00	1871	56,178 55	.....	.....	56,178 55
	.....	....	.....	.....	.....	1872	61,500 00	.....	.....	61,500 00
	June 10, 1872	17	371	1	100,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	561	1	100,000 00	1873	130,500 00	.....	.....	130,500 00
	.....	....	.....	.....	.....	1874	107,156 24	.....	.....	107,156 24
	June 23, 1874	18	239	1	75,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	458	1	90,000 00	1875	109,000 00	.....	.....	109,000 00
	.....	....	.....	.....	.....	1876	46,000 00	.....	.....	46,000 00
	Aug. 14, 1876	19	135	1	90,000 00	1877	50,000 00	.....	.....	50,000 00
	.....	....	.....	.....	.....	1878	50,000 00	.....	.....	50,000 00
	June 18, 1878	20	157	1	90,000 00	1879	55,000 00	.....	.....	55,000 00
	Mar. 3, 1879	20	370	1	90,000 00	1880	110,000 00	.....	.....	110,000 00
	June 14, 1880	21	181	1	90,000 00	1881	51,000 00	.....	.....	51,000 00
For enlargement and improvement, according to the plan and recommendation of the engineer department, of harbor facilities at Oswego, N. Y., including dredging entrance to harbor	Mar. 13, 1881	21	470	1	50,000 00	1882	104,000 00	.....	.....	104,000 00
Total	.....	....	.....	.....	1,331,487 87	.....	1,341,719 19	10,247 24	15 92	1,331,471 95
Peconic River.										
For the improvement of Peconic River below the village of Riverhead, Long Island, New York	Mar. 3, 1871	16	540	1	5,000 00	1872	5,000 00	.....	.....	5,000 00
For the improvement of Peconic River, Long Island	June 10, 1872	17	374	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	561	1	10,000 00	1873	10,000 00	.....	.....	10,000 00
	.....	....	.....	.....	.....	1874	10,000 00	.....	.....	10,000 00
Total	.....	....	.....	.....	25,000 00	.....	25,000 00	.....	.....	25,000 00
Plattsburg Harbor.										
For building a breakwater or pier at the harbor of Plattsburg, N. Y	July 4, 1836	5	129	1	10,000 00	1836	2,200 00	.....	.....	2,200 00
For continuing the construction of a breakwater at Plattsburg	Mar. 3, 1837	5	188	1	10,000 00	1837	17,800 00	.....	.....	17,800 00
	July 7, 1838	5	269	1	27,500 00	1838	13,750 00	.....	.....	13,750 00
	.....	....	.....	.....	.....	1839	13,750 00	.....	.....	13,750 00
To pay Samuel Weller for materials furnished	Mar. 3, 1843	6	898	.....	2,680 01	1843	2,680 01	.....	.....	2,680 01
For the continuation of the breakwater structure at Plattsburg, on Lake Champlain	June 11, 1844	5	661	.....	10,000 00	1845	8,690 43	.....	.....	8,690 43
	.....	....	.....	.....	.....	1846	1,309 57	.....	.....	1,309 57
For the improvement of Plattsburg Harbor	Mar. 2, 1867	14	420	.....	26,000 00	1868	25,000 00	5,000 00	.....	20,000 00
	.....	....	.....	.....	.....	1869	5,500 00	.....	.....	5,500 00
	July 11, 1870	16	225	.....	10,000 00	1870	7 17	.....	.....	7 17
	Mar. 3, 1871	16	540	.....	15,000 00	1871	8,000 00	.....	.....	7,419 15
	June 10, 1872	17	371	1	10,000 00	1872	17,000 00	580 85	.....	17,000 00
	Mar. 3, 1873	17	561	1	10,000 00	1873	11,073 68	.....	.....	11,073 68
	.....	....	.....	.....	.....	1874	5,000 00	.....	.....	5,000 00
	June 23, 1874	18	239	1	5,000 00	1875	10,000 00	.....	.....	10,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditure.
Plattsburg Harbor—Continued.										
For improving harbor at Plattsburg, for dredging	Mar. 3, 1879	20	364	1	$2,000 00	.....	.....	.....	.....	.....
	June 14, 1880	21	181	1	1,000 00	1881	$3,000 00	.....	.....	$3,000 00
	.....	....	.....	.....	.....	1882	1,772 33	$1,772 33	.....	.....
Total	.....	....	.....	.....	139,180 01	.....	146,533 19	7,353 18	.....	139,180 01
Port Chester Harbor.										
For the improvement and removal of rocks in Port Chester Harbor, New York	June 10, 1872	17	374	1	12,000 00	1873	9,800 00	.....	.....	9,800 00
	.....	....	.....	.....	.....	1878	250 00	.....	.....	250 00
Total	.....	....	.....	.....	12,000 00	.....	10,050 00	.....	.....	10,050 00
Balance	.....	....	.....	.....	.....	.....	.....	.....	$1,950 00	
Port Jefferson Harbor.										
For a survey of the harbor of Port Jefferson, N. Y., with reference to the improvement thereof	Aug. 30, 1852	10	57	.....	1,200 00	1853	100 00	.....	.....	100 00
	.....	....	.....	.....	.....	1854	1,100 00	.....	.....	1,100 00
For the improvement of Port Jefferson Harbor, Long Island	Mar. 3, 1871	16	539	.....	15,000 00	1871	1,000 00	.....	.....	1,000 00
	.....	....	.....	.....	.....	1872	14,000 00	.....	.....	14,000 00
	June 10, 1872	17	374	1	15,000 00	1873	15,000 00	.....	.....	15,000 00
	Mar. 3, 1875	18	460	1	15,000 00	1876	10,000 00	.....	.....	10,000 00
	Aug. 14, 1876	19	137	1	6,000 00	1877	9,000 00	.....	.....	9,000 00
	.....	....	.....	.....	.....	1878	2,000 00	.....	.....	2,000 00
	June 18, 1878	20	159	1	8,000 00	1879	8,000 00	.....	.....	8,000 00
	Mar. 3, 1879	20	363	1	5,000 00	1880	5,000 00	.....	.....	5,000 00
	June 14, 1880	21	181	1	3,000 00	1881	3,000 00	.....	.....	3,000 00
	Mar. 3, 1881	21	469	1	4,000 00	1882	4,000 00	.....	.....	4,000 00
Total	.....	....	.....	.....	72,200 00	.....	72,200 00	.....	.....	72,200 00
Portland Harbor.										
For the improvement of the harbor of Portland, on Lake Erie, New York	July 4, 1836	5	129	1	10,000 00	1836	7,818 54	.....	.....	7,818 54
For continuing the improvement of the harbor of Portland	Mar. 3, 1837	5	188	1	10,000 00	1837	10,989 00	.....	.....	10,989 00
	July 7, 1838	5	269	1	35,466 00	1838	17,591 46	.....	.....	17,591 46
	.....	....	.....	.....	.....	1839	18,386 00	.....	.....	18,386 00
	.....	....	.....	.....	.....	1840	776 00	95 00	.....	507 36
To pay Gervis Foote for stone delivered in 1838–1839	June 15, 1844	6	916	.....	1,150 00	1845	1,150 00	.....	.....	1,150 00
	.....	....	.....	.....	.....	1846	.....	82 76	.....	.....
	.....	....	.....	.....	.....	1849	.....	.....	82 76	.....
	.....	....	.....	.....	.....	1855	.....	90 88	90 88	.....
Total	.....	....	.....	.....	56,616 00	.....	56,711 00	268 64	173 64	56,442 36
Port Ontario Harbor.										
For the improvement of the harbor at the mouth of Salmon River, on Lake Ontario, according to the several plans of said harbor, submitted through the Department of War	July 4, 1836	5	129	1	5,000 00	1836	2,000 00	.....	.....	2,000 00
For continuing the improvement of the harbor of Salmon River, Lake Ontario, New York	Mar. 3, 1837	5	188	1	10,000 00	1837	13,000 00	.....	.....	13,000 00
	July 7, 1838	5	269	1	30,000 00	1838	10,741 00	.....	.....	10,741 00
	.....	....	.....	.....	.....	1839	21,280 33	2,021 33	.....	19,052 38
	.....	....	.....	.....	.....	1841	.....	206 62	206 62	.....

For the continuation of the works at Port Ontario, Lake Ontario, New York	June 11, 1844	5	661	.....	5,000 00	1845	4,703 00	.....	.....	4,703 00
	.....	.....	.....	.....	.....	1846	297 00	.....	.....	166 98
	.....	.....	.....	.....	.....	1854	.....	30 02	30 02	.....
	.....	.....	.....	.....	.....	1856	.....	100 00	100 00	.....
Total	.....	.....	.....	.....	50,000 00	.....	52,021 33	2,357 97	336 64	49,663 36
Pultneyville Harbor.										
For the improvement of Pultneyville Harbor, New York	July 11, 1870	16	224	.....	5,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	539	1	5,000 00	1871	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1872	5,000 00	.....	.....	5,000 00
	June 10, 1872	17	371	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	561	1	10,000 00	1873	9,200 00	.....	.....	9,200 00
	.....	.....	.....	.....	.....	1874	10,800 00	.....	.....	10,800 00
	June 23, 1874	18	239	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	457	1	10,000 00	1875	17,000 00	.....	.....	17,000 00
	.....	.....	.....	.....	.....	1876	3,000 00	.....	.....	3,000 00
	Aug. 14, 1876	19	132	1	3,000 00	1877	2,000 00	.....	.....	2,000 00
	.....	.....	.....	.....	.....	1878	1,000 00	.....	.....	1,000 00
	June 18, 1878	20	157	1	5,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1879	20	369	1	4,000 00	1880	9,000 00	.....	.....	9,000 00
	June 14, 1880	21	181	1	3,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	470	1	2,000 00	1882	5,000 00	.....	.....	5,000 00
Total	.....	.....	.....	.....	67,000 00	.....	67,000 00	.....	.....	67,000 00
Rondout Harbor.										
For the improvement of Rondout Harbor, New York	June 10, 1872	17	374	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	564	1	20,000 00	1873	7,500 00	.....	.....	7,500 00
	.....	.....	.....	.....	.....	1874	22,500 00	.....	.....	22,500 00
	Aug. 14, 1876	19	137	1	30,000 00	1877	6,500 00	.....	.....	6,500 00
	.....	.....	.....	.....	.....	1878	17,500 00	.....	.....	17,500 00
	June 18, 1878	20	159	1	30,000 00	1879	31,000 00	.....	.....	31,000 00
	.....	.....	.....	.....	.....	1880	5,000 00	.....	.....	5,000 00
Total	.....	.....	.....	.....	90,000 00	.....	90,000 00	.....	.....	90,000 00
Sackett's Harbor.										
For clearing out and deepening the harbor of Sackett's Harbor, New York	May 20, 1826	4	175	1	3,000 00	1827	3,000 00	.....	.....	3,000 00
	May 23, 1828	4	289	1	3,000 00	1828	500 00	.....	.....	500 00
	.....	.....	.....	.....	.....	1829	1,187 00	.....	.....	1,187 00
	.....	.....	.....	.....	.....	1830	800 00	.....	513 00	790 45
	.....	.....	.....	.....	.....	1834	.....	9 55	9 55	.....
Total	.....	.....	.....	.....	6,000 00	.....	5,487 00	9 55	522 55	5,477 45
Sag Harbor.										
For surveying the bar at the mouth of Sag Harbor, New York, to ascertain the best method of preventing the harbor being filled up with sand, and the cost of the same	Mar. 2, 1829	4	347	2	150 00	1829	150 00	.....	.....	134 29
	.....	.....	.....	.....	.....	1833	.....	15 71	15 71	.....
Total	.....	.....	.....	.....	150 00	.....	150 00	15 71	15 71	134 29
Sandy Creek.										
For surveying the mouth of Sandy Creek, which discharges itself into Mexico Bay, on Lake Ontario, in the State of New York, for the purpose of constructing a harbor at that place and ascertaining the cost of the same	May 23, 1828	4	289	1	300 00	1828	300 00	.....	.....	127 44
	.....	.....	.....	.....	.....	1830	.....	172 56	172 56	.....
Total	.....	.....	.....	.....	300 00	.....	300 00	172 56	172 56	127 44
Sandy Hook Channel.										
For the removal of a sunken rock in the channel of the harbor at the port of New York	July 25, 1868	15	174	.....	1,530 00	.....	.....	.....	.....	.....
For the removal of the wreck of the steamship Scotland, now on the bar outside of Sandy Hook near the entrance to the harbor of New York	July 25, 1868	15	174	.....	100,000 00	1869	64,300 00	63,300 00	.....	1,000 00
	.....	.....	.....	.....	.....	1870	68,067 48	.....	.....	68,067 48
	.....	.....	.....	.....	.....	1871	1,815 72	.....	.....	1,815 72
	.....	.....	.....	.....	.....	1872	.....	.....	30,646 80	.....

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Sandy Hook Channel—Continued.										
For removing the sunken wreck which now obstructs the channel way off Sandy Hook	July 8, 1873	17	406	.....	$15,000 00	1873	$8,000 00	.....	.....	$8,000 00
	.....	.....	.....	.....	.....	1877	.....	.....	$7,000 00	.....
Total	.....	.....	.....	.....	116,530 00	.....	142,183 20	$63,300 00	37,646 80	78,883 20
Sheepshead Bay.										
For improving Sheepshead Bay, New York	June 14, 1880	21	186	1	3,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	480	1	5,000 00	1882	1,000 00	.....	.....	1,000 00
Total	.....	.....	.....	.....	8,000 00	.....	1,000 00	.....	.....	1,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	7,000 00	
Staten Island Ice-breaker.										
For building an ice-breaker on Staten Island, New York	July 4, 1836	5	130	1	19,500 00	1837	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1838	9,500 00	.....	.....	8,504 45
	.....	.....	.....	.....	.....	1865	.....	995 55	.....	.....
	.....	.....	.....	.....	.....	1866	995 55	.....	.....	977 75
	.....	.....	.....	.....	.....	1867	6 55	6 55	.....	.....
	.....	.....	.....	.....	.....	1869	.....	17 80	17 80	.....
Total	.....	.....	.....	.....	19,500 00	.....	20,502 10	1,019 90	17 80	19,482 20
Sumpawamus Inlet.										
For improving Sumpawamus Inlet, New York	Mar. 3, 1881	21	482	1	5,000 00	1882	1,000 00	.....	.....	1,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	4,000 00	
Ticonderoga River.										
For improving Ticonderoga River, New York	Mar. 3, 1881	21	470	1	5,000 00	1882	5,000 00	.....	.....	5,000 00
Waddington Harbor.										
For the improvement of Waddington Harbor, New York	Mar. 3, 1873	17	561	1	10,000 00	1873	3,300 00	.....	.....	3,300 00
	.....	.....	.....	.....	.....	1874	6,700 00	.....	.....	6,700 00
	June 23, 1874	18	239	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	461	1	5,000 00	1875	12,000 00	.....	.....	12,000 00
	.....	.....	.....	.....	.....	1876	3,000 00	.....	.....	3,000 00
	June 18, 1878	20	155	1	5,000 00	1879	1,000 00	.....	.....	1,000 00
	.....	.....	.....	.....	.....	1880	4,000 00	.....	.....	4,000 00
	June 14, 1880	21	191	1	3,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	470	1	2,500 00	1882	5,500 00	.....	.....	5,500 00
Total	.....	.....	.....	.....	35,500 00	.....	35,500 00	.....	.....	35,500 00
Whitehall Harbor.										
For improving the entrance of Whitehall Harbor, on Lake Champlain	July 4, 1836	5	130	1	8,000 00	1836	5,500 00	.....	.....	5,500 00
For continuing the improvement of the harbor at Whitehall, in the State of New York	Mar. 3, 1837	5	188	1	10,000 00	1837	12,500 00	.....	.....	12,500 00
	July 7, 1838	5	268	1	15,000 00	1838	6,500 00	.....	.....	6,500 00
	.....	.....	.....	.....	.....	1839	8,500 00	.....	.....	8,500 00
Total	.....	.....	.....	.....	33,000 00	.....	33,000 00	.....	.....	33,000 00

Wilson Harbor.										
For the improvement of the harbor at Wilson, New York	Mar. 3, 1875	18	461	1	10,000 00	1875	6,000 00			6,000 00
						1876	4,000 00			4,000 00
	Aug. 14, 1876	19	132		10,000 00	1877	2,000 00			2,000 00
						1878	8,000 00			8,000 00
	June 14, 1880	21	191	1	10,000 00	1881	3,000 00			3,000 00
	Mar. 3, 1881	21	470	1	10,000 00	1882	17,000 00			17,000 00
Total					40,000 00		40,000 00			40,000 00
NORTH CAROLINA.										
Beaufort Harbor.*										
For improving Beaufort Harbor, North Carolina	July 4, 1836	5	130	1	5,000 00	1837	5,000 00			5,000 00
	Mar. 3, 1881	21	475	1	30,000 00	1882	10,000 00			10,000 00
Total					35,000 00		15,000 00			15,000 00
Balance									20,000 00	
Cape Fear River.										
For improving the navigation of Cape Fear River, between the town of Wilmington and the mouth of said river	Mar. 2, 1829	4	347	2	20,000 00	1829	6,760 00			6,760 00
	Apr. 23, 1830	4	395		25,688 00	1830	32,500 00			32,500 00
	Mar. 2, 1831	4	460		25,705 00	1831	22,665 00			22,665 00
	July 2, 1832	4	552	1	28,000 00	1832	28,880 00			28,880 00
	Mar. 2, 1833	4	648	1	28,000 00	1833	17,488 00			17,488 00
	June 28, 1834	4	703		5,234 00	1834	24,334 00			24,334 00
	Mar. 3, 1835	4	754		20,000 00	1835	12,000 00	1,762 99		10,237 01
	July 2, 1836	5	68		20,000 00	1836	20,800 00			20,800 00
	Mar. 3, 1837	5	190	1	10,000 00	1837	13,900 00			13,900 00
	July 7, 1838	5	269	1	20,000 00	1838	11,062 99			11,062 99
						1839	14,000 00			13,975 67
						1841		24 33	24 33	
For a deficiency of former appropriations for the improvement of Cape Fear River	Mar. 2, 1847	9	152	2	601 92	1847	601 92			601 92
For improvement of Cape Fear River at and below Wilmington	Aug. 30, 1852	10	60		20,000 00	1853	3,000 00			3,000 00
						1854	17,000 00			17,000 00
For the improvement of Cape Fear River at or near its communication with the ocean	July 22, 1854	10	307		140,000 00	1855	55,000 00			55,000 00
						1856	50,000 00			50,000 00
						1857	29,000 00			29,000 00
						1858	3,017 46	17 46		2,296 26
						1859	98 78	20		
						1861		795 65	3,697 07	
						1862		6 67	6 67	
For improvement of the channel of the mouth of Cape Fear River	July 11, 1870	16	226	1	100,000 00					
	Mar. 3, 1871	16	540	1	75,000 00	1871	100,000 00			100,000 00
						1872	75,000 00			75,000 00
For the improvement of Cape Fear River below Wilmington	June 10, 1872	17	373	1	100,000 00					
	Mar. 3, 1873	17	564	1	100,000 00	1873	100,000 00			100,000 00
						1874	100,000 00			100,000 00
	June 23, 1874	18	240	1	150,000 00					
	Mar. 3, 1875	18	459	1	150,000 00	1875	70,000 00			70,000 00
						1876	230,000 00			230,000 00
	Aug. 14, 1876	19	134	1	132,500 00	1877	50,000 00			50,000 00
						1878	82,500 00			82,500 00
	June 18, 1878	20	152	1	160,000 00	1879	135,000 00			135,000 00
	Mar. 3, 1879	20	364	1	100,000 00	1880	110,000 00			110,000 00
For continuing the improvement of Cape Fear River	June 14, 1880	21	185	1	70,000 00	1881	85,000 00			85,000 00
For improving Cape Fear River from the ocean to Wilmington	Mar. 3, 1881	21	475	1	140,000 00					
For improving Cape Fear River from Wilmington to Fayetteville, $30,000: *Provided*, That the Secretary of War is directed to expend of the money hereby appropriated, a sum not exceeding $10,000, to extinguish any claim of right held by any company or corporation to take tolls or make charges for the navigation of so much of said river as is above described: *And provided further*, That said claim of right shall be extinguished and released on or before the 1st day of December, 1881, and no part of this appropriation shall be expended in the im-										

*See "Surveys," *post.*

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Cape Fear River—Continued. provement of said river until such claim of right is wholly extinguished and released: *Provided further*, That nothing herein contained shall be taken or held as a waiver on the part of the United States to the exclusive control of navigation of said river relieved from any charges or tolls imposed by any company or corporation	Mar. 3, 1881	21	475	1	$30,000 00	1882	$100,000 00			$100,000 00
Total					1,670,728 92		1,599,608 15	$2,607 30	$3,728 07	1,597,000 85
Balance									70,000 00	
Contentina Creek. For improving Contentina Creek, North Carolina	Mar. 3, 1881	21	475	1	10,000 00	1882	10,000 00			10,000 00
*Croatan Sound.** For reopening a communication between Albemarle Sound and the Atlantic Ocean, by the construction of a breakwater across Croatan Sound	Aug. 30, 1852	10	58	.....	50,000 00	1853	300 00			300 00
						1856	29,000 00			29,000 00
						1857	9,000 00			8,788 89
						1858	3,310 28		8,389 72	
						1861		3,521 39		
						1863			3,521 39	
Total					50,000 00		41,610 28	3,521 39	11,911 11	38,088 89
Currituck Sound. For continuing the improvement of Currituck Sound and North River Bar, North Carolina	June 18, 1878	20	158	1	20,000 00	1879	20,000 00			20,000 00
	Mar. 3, 1879	20	372	1	25,000 00	1880	10,000 00			10,000 00
For continuing improvement of Currituck Sound, Coanjok Bay, and North River Bar	June 14, 1880	21	185	1	25,000 00	1881	40,000 00			40,000 00
	Mar. 3, 1881	21	475	1	30,000 00	1882	31,731 59	1,731 59		30,000 00
Total					100,000 00		101,731 59	1,731 59		100,000 00
Dan River. North Carolina and Virginia. See "Miscellaneous," *post.*										
Edenton Harbor. For improving harbor at Edenton, N. C	June 18, 1878	20	158	1	4,000 00	1879	4,000 00			4,000 00
	Mar. 3, 1879	20	365	1	1,000 00	1880	1,000 00			1,000 00
Total					5,000 00		5,000 00			5,000 00
French Broad River. North Carolina and Tennessee. See "Miscellaneous," *post.*										
Lillington River. For improving Lillington River, North Carolina	Mar. 3, 1881	21	475	1	3,000 00					
Balance									3,000 00	
Neuse River. For improving Neuse River, North Carolina	June 18, 1878	20	158	1	40,000 00	1879	40,000 00			40,000 00
	Mar. 3, 1879	20	365	1	45,000 00	1880	30,000 00			30,000 00

For improving Neuse River, from its mouth to the head of navigation	June 14, 1880	21	185	1	45,000 00	1881	45,000 00			45,000 00
	Mar. 3, 1881	21	475	1	30,000 00	1882	37,857 53	7,857 53		30,000 00
Total					160,000 00		152,857 53	7,857 53		145,000 00
Balance									15,000 00	
New River.										
For removing the oyster shoal in New River, Onslow County, by means of the dredging machine now in operation in the collection district of Wilmington	July 4, 1836	5	130		5,000 00					
For opening a passage of 50 yards wide and 7 feet deep at low water, between the town of Beaufort and Pamlico Sound, North Carolina, and for improving New River, in addition to two sums of $5,000 each, appropriated at the last session of Congress for the harbor of Beaufort and for New River	Mar. 3, 1837	5	190		20,000 00	1837	25,000 00			25,000 00
	July 7, 1838	5	270		25,000 00	1838	12,500 00			12,500 00
						1839	12,500 00			11,333 54
For opening a passage of 50 yards wide and 7 feet deep at low water, between the town of Beaufort and Pamlico Sound, and for improving New River						1841		2 25	2 25	
						1852	1,440 10	1,711 64		
						1853			271 54	
						1855		872 67		
						1856		20 00	892 67	
Total					50,000 00		51,440 10	2,606 56	1,166 46	48,833 54
North Landing River.										
North Carolina and Virginia. See "Miscellaneous," *post.*										
Ocracoke Inlet.										
For making a survey of the swash in Pamlico Sound, near Ocracoke Inlet, North Carolina, for the purpose of ascertaining whether the channel through the same can be deepened	May 20, 1826	4	176	1	1,000 00	1826	1,000 00			1,000 00
For purchasing a dredging-machine to be worked by steam, and employing the same for the removal of the shoals forming obstructions to the navigation near Ocracoke Inlet	May 23, 1828	4	289		20,000 00					
For effecting the removal of the shoals forming obstructions to navigation near Ocracoke Inlet	Mar. 2, 1829	4	347		21,000 00	1829	22,000 00	17 30	17 30	21,982 70
						1830	16,800 00			16,800 00
For carrying on the works for the improvement of Ocracoke Inlet	Mar. 2, 1831	4	460		17,000 00	1831	14,355 62			14,355 62
	July 3, 1832	4	552	1	22,000 00	1832	20,644 38			20,644 38
	Mar. 2, 1833	4	648	1	16,700 00	1833	14,400 00			14,400 00
	June 28, 1834	4	703		15,000 00	1834	14,200 00			14,200 00
						1835	9,300 00			9,300 00
For continuing the removal of the obstructions at Ocracoke Inlet	July 2, 1836	5	68		9,000 00	1836	1,000 00	57 68		942 32
	Mar. 3, 1837	5	189		12,050 00	1837	20,107 68	30		20,107 38
						1839			30	
Total					133,750 00		133,807 68	75 28	17 60	133,732 40
Pamlico and Tar Rivers.										
For removing a sand shoal in Pamlico River by means of the dredging-machine now in operation at Ocracoke Inlet, North Carolina	July 4, 1836	5	130	1	5,000 00	1836	5,000 00			5,000 00
For continuing the improvement of Pamlico or Tar River below Washington	July 7, 1838	5	270	1	5,000 00	1838	5,000 00			5,000 00
For the improvement of Pamlico River	Aug. 14, 1876	19	134	1	15,000 00	1877	5,000 00			5,000 00
						1878	10,000 00			10,000 00
For improving Tar River	Mar. 3, 1879	20	365	1	3,000 00					
	Mar. 3, 1879	20	371	1	3,000 00	1880	6,000 00			6,000 00
For improving Pamlico and Tar Rivers	June 14, 1880	21	185	1	9,000 00	1881	9,000 00			9,000 00
	Mar. 3, 1881	21	475	1	8,000 00	1882	10,300 41	2,300 41		8,000 00
Total					48,000 00		50,300 41	2,300 41		48,000 00

*See "Surveys," *post.*

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Pascotank River.										
For making a survey of Pascotank River, North Carolina, for removing bars or obstructions in the same, and an estimate of the cost	Mar. 2, 1829	4	347	2	$80 00	1829	$80 00			$47 25
						1831		$32 75	$32 75	
Total					80 00		80 00	32 75	32 75	47 25
Perquimons River.										
For the improvement of Perquimons River, North Carolina	Aug. 14, 1876	19	135	1	2,500 00	1877	2,500 00			2,500 00
Roanoke River.										
For the improvement of the Roanoke River below Weldon, North Carolina	Mar. 3, 1871	16	540		20,000 00	1872	20,000 00			20,000 00
	June 10, 1872	17	373	1	10,000 00					
	Mar. 3, 1873	17	564	1	10,000 00	1874	10,000 00			10,000 00
	June 23, 1874	18	240	1	5,000 00	1875	7,000 00			7,000 00
						1876	8,000 00			8,000 00
Total					45,000 00		45,000 00			45,000 00
Scuppernong River.										
For improving Scuppernong River, North Carolina	June 18, 1878	20	158	1	2,000 00	1879	200 00			200 00
	Mar. 3, 1879	20	370	1	2,000 00	1880	3,800 00			3,800 00
	June 14, 1880	21	185	1	1,000 00	1881	1,000 00			1,000 00
	Mar. 3, 1881	21	475	1	1,000 00	1882	1,427 20	427 20		1,000 00
Total					6,000 00		6,427 20	427 20		6,000 00
Town Creek.										
For improving Town Creek, North Carolina	Mar. 3, 1881	21	475	1	1,000 00					
Balance									1,000 00	
Trent River.										
For improving Trent River, North Carolina	Mar. 3, 1879	20	371	1	7,000 00	1880	7,000 00			7,000 00
	June 14, 1880	21	185	1	10,000 00	1881	10,000 00			10,000 00
	Mar. 3, 1881	21	475	1	5,000 00	1882	8,151 24	3,151 24		5,000 00
Total					22,000 00		25,151 24	3,151 24		22,000 00
Waccemaw River.										
North Carolina and South Carolina. See "Miscellaneous," *post.*										
Washington Harbor.										
For completing the improvement of the harbor of Washington, North Carolina	Aug. 30, 1852	10	58		5,000 00	1853	1,200 00			1,200 00
						1854	2,000 00			2,000 00
						1855	1,800 00			1,800 00
Total					5,000 00		5,000 00			5,000 00
Yadkin River.										
For Yadkin River, North Carolina	Mar. 3, 1879	20	372	1	20,000 00					
For improving Yadkin River, $6,000 of which may be expended for the removal of dams	June 14, 1880	21	190	1	20,000 00	1881	20,000 00			20,000 00

For improving Yadkin River	Mar. 3, 1881	21	475	1	12,000 00	1882	35,724 39	15,724 39		20,000 00
Total					52,000 00		55,724 39	15,724 39		40,000 00
Balance									12,000 00	
OHIO.										
Ashtabula Harbor.										
For removing obstructions from the mouth of Ashtabula Creek, Ohio	May 20, 1826	4	176	1	12,000 00	1826	1,000 00			1,000 00
						1827	10,915 18			10,915 18
For completing the removal of obstructions at the mouth of Ashtabula Creek	May 19, 1828	4	275	1	2,403 50	1828	2,000 00			2,000 00
	Mar. 3, 1829	4	363	1	6,940 25	1829	6,000 00			6,000 00
						1830	1,428 57			1,428 57
	Mar. 2, 1831	4	459		7,015 00	1831	7,015 00			7,015 00
	July 3, 1832	4	553	1	3,800 00	1832	3,400 00			3,400 00
	Mar. 2, 1833	4	648	1	3,400 00	1833	1,125 02			1,125 02
	June 28, 1834	4	703	1	5,000 00	1834	2,655 04			2,655 04
	Mar. 3, 1835	4	754		7,591 00	1835	5,127 26			5,127 26
						1836	7,501 24	17 56		7,483 68
For continuing the removal of obstructions at Ashtabula Creek	Mar. 3, 1837	5	188	1	8,000 00	1837	8,000 00			8,000 00
	July 7, 1838	5	269	1	8,000 00	1838	5,970 00			5,970 00
						1839	1,600 00			1,600 00
						1840	60 75		369 25	60 75
	June 11, 1844	5	661		5,000 00	1845	3,429 00			3,429 00
						1846	1,571 00	42 64		1,528 36
To pay Henry Hubbard for services as agent	Mar. 3, 1853	10	184	1	42 64					
	Aug. 30, 1852	10	59		10,000 00	1853	2,500 00		42 64	2,500 00
						1854	5,000 00			5,000 00
						1855	2,500 00			2,500 00
						1856	42 64			42 64
For the improvement of Ashtabula Harbor	Feb. 9, 1859	11	559		809 65	1860	809 65			809 65
	June 23, 1866	14	72	1	24,708 82					
	Mar. 2, 1867	14	419	1	54,000 00	1867	8,000 00			8,000 00
						1868	15,000 00			15,000 00
						1869	34,000 00	446 77		33,553 23
						1870	20,018 16			20,018 16
	Mar. 3, 1871	16	539	1	15,000 00	1871	1,607 56			1,607 56
						1872	15,529 87			15,529 87
	June 10, 1872	17	371	1	15,000 00					
	Mar. 3, 1873	17	561	1	16,000 00	1873	21,000 00			21,000 00
						1874	10,000 00			10,000 00
	June 23, 1874	18	238	1	35,000 00					
	Mar. 3, 1875	18	457	1	25,000 00	1875	35,000 00	6 00		34,994 00
						1876	15,000 00			15,000 00
	Aug. 14, 1875	19	136	1	5,000 00	1877	10,000 00			10,000 00
						1878	5,006 00			5,006 00
	June 18, 1878	20	157	1	12,000 00	1879	9,000 00			9,000 00
	Mar. 3, 1879	20	369	1	9,000 00	1880	5,200 00			5,200 00
	June 14, 1880	21	182	1	20,000 00	1881	16,800 00			16,800 00
For improving harbor at Ashtabula, to secure a sixteen-foot channel	Mar. 3, 1881	21	470	1	20,000 00	1882	30,000 00			30,000 00
Total					330,710 86		330,811 94	512 97	411 89	330,298 97
Black River Harbor.										
Towards removing the sand bar at or near the mouth of Black River, Ohio, by the erection of piers or other works	May 23, 1828	4	289		7,500 00	1828	2,000 00			2,000 00
						1829	5,500 00			5,500 00
	Apr. 23, 1830	4	394		8,559 77	1830	8,559 77			8,559 77
	Mar. 2, 1831	4	459		9,275 00	1831	9,275 00			9,275 00
	July 3, 1832	4	553	1	8,000 00	1832	5,580 60			5,580 60
	Mar. 2, 1833	4	648	1	2,400 00	1833	4,500 00			4,500 00
For securing the works at Black River	June 28, 1834	4	703		5,000 00	1834	3,319 40			3,319 40
	Mar. 3, 1835	4	754		4,400 00	1835	4,622 68	557 15		4,065 53
						1835	2,000 00			2,000 00
For continuing the removal of obstructions in Black River	July 2, 1836	5	68		6,660 00	1836	6,660 00			6,660 00
						1836	334 47			334 47
	Mar. 3, 1837	5	188	1	6,410 00	1837	6,410 00			6,410 00
	July 7, 1838	5	268	1	5,000 00	1838	3,660 00			3,660 00
						1839	1,340 00			1,314 54
						1842		25 46	25 46	

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
***Black River Harbor*—Continued.**										
	Aug. 30, 1852	10	58	.....	$5,000 00	1854	$4,800 00	.....	.....	$4,800 00
	.....	.....	.....	.....	.....	1855	200 00	.....	.....	200 00
	June 23, 1866	14	72	1	10,000 00	1870	4,001 67	.....	.....	4,001 67
	.....	.....	.....	.....	.....	1871	2 11	.....	.....	2 11
	.....	.....	.....	.....	.....	1872	.....	.....	$5,996 22	.....
	June 10, 1872	17	375	1	20,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	561	1	20,000 00	1873	25,996 22	.....	.....	25,996 22
For improvement of Black River Harbor	.....	.....	.....	.....	.....	1874	14,003 78	.....	.....	14,003 78
	June 23, 1874	18	238	1	20,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	457	1	10,000 00	1875	25,000 00	.....	.....	25,000 00
	.....	.....	.....	.....	.....	1876	5,000 00	.....	.....	5,000 00
For repair of piers at mouth of Black River	Aug. 14, 1876	19	136	1	6,000 00	1877	6,000 00	.....	.....	6,000 00
For completing improvement of harbor of Black River	June 18, 1878	20	158	1	1,000 00	1879	1,000 00	.....	.....	1,000 00
For improving harbor of Black River	June 14, 1880	21	182	1	1,000 00	1881	500 00	.....	.....	500 00
	Mar. 3, 1881	21	470	1	7,000 00	1882	5,500 00	.....	.....	5,500 00
Total	.....	.....	.....	.....	163,204 77	.....	155,765 70	$582 61	6,021 68	155,183 09
Balance	.....	.....	.....	.....	.....	.....	.....	.....	2,000 00	
Cincinnati—Ice Harbor.										
For the construction of a harbor or harbors of refuge, at or near Cincinnati, Ohio, to protect the commerce of the Ohio River from floes of ice, to be expended under the direction and control of the Engineer Corps of the Army	June 18, 1878	20	155	1	50,000 00	1879	10,121 93	.....	.....	10,121 93
For ice harbor at or near Cincinnati, the sum appropriated by act of June 18, 1878, is hereby declared available for the ensuing year	Mar. 3, 1879	20	371	1	.....	1880	30,000 00	.....	.....	30,000 00
	.....	.....	.....	.....	.....	1881	9,878 07	.....	.....	9,878 07
Total	.....	.....	.....	.....	50,000 00	.....	50,000 00	.....	.....	50,000 00
Cleveland Harbor.										
For improving Cleveland Harbor, in the State of Ohio	Mar. 2, 1827	4	229	1	10,000 00	1827	4,500 00	.....	.....	4,500 00
	.....	.....	.....	.....	.....	1828	5,500 00	.....	.....	5,500 00
	Mar. 3, 1829	4	363	1	12,179 00	1829	9,000 00	.....	.....	9,000 00
	Apr. 23, 1830	4	394	.....	1,786 56	1830	4,965 56	.....	.....	4,965 56
For completing the improvements of Cleveland Harbor	Mar. 2, 1831	4	459	.....	3,670 00	1831	3,445 00	.....	.....	3,445 00
	July 2, 1832	4	553	1	6,600 00	1832	4,147 50	.....	.....	4,147 50
	.....	.....	.....	.....	.....	1833	2,473 89	.....	.....	2,473 89
For completing and securing the works at Cleveland Harbor	June 28, 1834	4	703	.....	13,315 00	1834	4,288 80	.....	.....	4,288 80
	.....	.....	.....	.....	.....	1835	9,051 68	.....	.....	9,051 68
For continuing permanent improvement of Cleveland Harbor	July 2, 1836	5	68	.....	15,000 00	.....	.....	.....	.....	.....
For removing obstructions at Cleveland Harbor	July 2, 1836	5	69	.....	6 59	1836	15,184 72	.....	.....	15,184 72
	Mar. 3, 1837	5	188	1	10,000 00	1837	10,000 00	.....	.....	10,000 00
	July 7, 1838	5	269	1	51,856 00	1838	25,928 00	.....	.....	25,928 00
For continuing the improvement of Cleveland Harbor	.....	.....	.....	.....	.....	1839	24,062 00	.....	.....	24,062 00
	.....	.....	.....	.....	.....	1840	700 00	.....	1,166 00	565 46
	.....	.....	.....	.....	.....	1842	.....	134 54	.....	.....
	June 11, 1844	5	662	.....	25,000 00	1844	134 54	.....	.....	134 54
	.....	.....	.....	.....	.....	1845	9,890 00	.....	.....	9,890 00
	.....	.....	.....	.....	.....	1846	13,356 00	528 69	.....	12,827 31
For the continuation of the works at the harbor of Cleveland	.....	.....	.....	.....	.....	1847	1,572 00	.....	.....	1,572 00
	.....	.....	.....	.....	.....	1848	566 00	.....	.....	565 00
	.....	.....	.....	.....	.....	1851	.....	1 00	.....	.....
	Aug. 30, 1852	10	59	.....	30,000 00	1853	3,600 20	.....	145 69	3,600 20

For removing obstructions at harbor of Cleveland	Mar. 2, 1853	10	184	1	145 69	1854	6,000 00				6,000 00
						1855	20,545 49				20,545 49
For improvement of harbor at Cleveland	June 23, 1866	14	72	1	59,806 00	1867	12,000 00				12,000 00
						1868	15,000 00				15,000 00
						1869	32,011 00				31,994 80
						1870	36 86	53,06			
	July 11, 1870	16	224	1	20,000 00	1871	6,811 20				6,811 20
						1872	14,000 00				14,000 00
For the improvement of Cleveland Harbor, Ohio	Mar. 3, 1873	17	561	1	1,000 00	1874	1,000 00				1,000 00
	June 23, 1874	18	238	1	30,500 00						
For a breakwater, in five fathoms of water, to protect the commerce of Cleveland, Ohio	Mar. 3, 1875	18	461	1	50,000 00	1875	32,000 00				32,000 00
						1876	30,000 00				30,000 00
For a breakwater at Cleveland, Ohio	Aug. 14, 1876	19	133		50,000 00						
For repair of east pier at Cleveland Harbor, Ohio	Aug. 14, 1876	19	133		8,000 00	1877	46,500 00				46,500 00
						1878	10,000 00				10,000 00
For breakwater at Cleveland, Ohio, and repairs of harbor	June 18, 1878	20	157	1	100,000 00	1879	45,000 00				45,000 00
For improving harbor at Cleveland	Mar. 3, 1879	20	369	1	100,000 00	1880	84,000 00				84,000 00
	June 14, 1880	21	182	1	125,000 00	1881	81,000 00				81,000 00
	Mar. 3, 1881	21	470	1	200,000 00	1882	113,003 00				113,003 00
Total					923,864 84		701,273 44	717 29	1,311 69		700,556 15
Balance									221,997 00		
Conneaut Harbor.											
For improving the navigation of Conneaut Creek, by removing the bar at the mouth of the same	Mar. 2, 1829	4	348		7,500 00	1829	6,590 00				6,590 00
	Apr. 23, 1830	4	395		6,135 65	1830	7,045 65				7,045 65
	Mar. 2, 1831	4	459		6,370 00	1831	6,370 00				6,370 00
	July 2, 1832	4	553	1	7,800 00	1832	4,600 00				4,600 00
						1833	3,200 00				3,200 00
For continuing the removal of obstructions in Conneaut Creek	July 2, 1836	5	68		2,500 00	1836	2,500 00				2,500 00
	Mar. 3, 1837	5	188	1	5,000 00	1837	5,000 00				5,000 00
	July 7, 1838	5	269	1	8,000 00	1838	5,900 00				5,900 00
						1839	2,100 00				2,100 00
For the continuation of the works at Conneaut Harbor, Ohio	June 11, 1844	5	661		5,000 00	1845	4,797 00				4,728 93
						1846	62 30	130 37			
						1847	140 70				140 70
For repairing the piers at Conneaut	Aug. 30, 1852	10	60		10,000 00	1853	1,500 00		130 37		1,500 00
						1854	6,000 00				6,000 00
						1855	2,500 00				2,500 00
For improvement of the harbor	June 23, 1866	14	72	1	20,513 74						
For improvement of the harbor at the mouth of the river	Mar. 2, 1867	14	419	1	10,000 00	1867	5,000 00				5,000 00
						1868	11,000 00				11,000 00
						1869	14,213 74	1,535 33			12,678 41
						1870	1,537 74				1,537 74
For the improvement of Conneaut Harbor	July 11, 1870	16	224	1	6,000 00	1871	1,502 12				1,502 12
						1872	4,795 47				4,795 47
	Mar. 3, 1873	17	561	1	400 00	1874	400 00				400 00
	June 23, 1874	18	238	1	1,500 00						
	Mar. 3, 1875	18	457	1	1,000 00	1875	2,500 00				2,500 00
	June 14, 1880	21	182	1	6,000 00	1881	100 00				100 00
						1882	5,900 00				5,900 00
Total					103,719 39		105,254 72	1,665 70	130 37		103,589 02
Cunningham Creek.											
For the removal of obstructions at the mouth of Cunningham Creek, Ohio	May 20, 1826	4	176	1	2,000 00	1826	1,000 00				1,000 00
						1827	1,000 00				1,000 00
For completing the removal of obstructions at the mouth of Cunningham Creek	May 19, 1828	4	275	1	1,517 76	1828	1,517 76				1,517 76
	Mar. 3, 1829	4	363		2,956 00	1829	2,956 00				2,956 00
For a pier-head at Cunningham Creek	July 3, 1832	4	553	1	1,500 00	1832	1,500 00				1,500 00
	Mar. 2, 1833	4	648	1	500 00	1833	500 00				500 00
For continuing the removal of obstructions at Cunningham Creek	July 2, 1836	5	68		1,275 00						
	July 2, 1836	5	69		32 36	1836	1,307 36				1,307 36
	Mar. 3, 1837	5	188	1	5,000 00	1837	5,000 00				5,000 00
	July 7, 1838	5	269	1	5,000 00	1838	5,000 00				4,997 69
						1842		2 31	2 31		
Total					19,781 12		19,781 12	2 31	2 31		19,778 81

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Grand River Harbor (Fairport).										
To remove obstructions at the mouth of Grand River, Ohio	May 20, 1826	4	176	1	$5,620 00	1826	$1,000 00			$1,000 00
						1827	4,620 00			4,620 00
To complete the removal of the obstructions at the mouth of Grand River	May 19, 1828	4	275	1	9,135 11	1828	6,000 00			6,000 00
						1829	3,135 11			3,135 11
	Apr. 23, 1830	4	394	.....	5,563 18	1830	5,563 18			5,563 18
	Mar. 2, 1831	4	459	.....	5,680 00	1831	4,675 00			4,675 00
	July 3, 1832	4	553	1	2,600 00	1832	2,500 00			2,500 00
						1833	68 51			68 51
For repairing and securing the works at Grand River	June 28, 1834	4	703	.....	10,000 00	1834	27 10			27 10
						1835	10,883 29			10,883 29
For continuing the removal of obstructions at Grand River	July 2, 1836	5	68	.....	6,000 00	1836	5,144 99			5,144 99
						1837	981 11			981 11
	July 7, 1838	5	270	1	10,000 00	1838	7,148 00			7,148 00
						1839	2,852 00			2,848 70
						1842		$3 30	$3 30	
For the further improvement of Grand River Harbor	June 11, 1844	5	661	.....	10,000 00	1845	7,300 00			7,300 00
						1846	2,700 00			2,700 00
For the further improvement of the harbor of Fairport, at the mouth of Grand River	Aug. 30, 1852	10	59	.....	10,000 00	1853	1,500 00			1,500 00
						1854	7,000 00			7,000 00
						1855	1,500 00			1,500 00
For the improvement of harbor at Grand River	June 23, 1866	14	72	.....	24,072 00					
	Mar. 2, 1867	14	419	.....	60,000 00	1867	2,000 00			2,000 00
						1868	8,000 00			8,000 00
						1869	25,000 00	4,684 63		20,315 37
						1870	32 40			32 40
						1871	59 64			59 64
						1872	10,000 00			10,000 00
						1873	30,000 00			30,000 00
						1874	13,664 59			13,664 59
	June 23, 1874	18	238	1	20,000 00					
	Mar. 3, 1875	18	457	1	15,000 00	1875	30,000 00			30,000 00
						1876	5,000 00			5,000 00
For the improvement of Fairport Harbor	Aug. 14, 1876	19	136	1	5,000 00	1877	5,000 00			5,000 00
	June 18, 1878	20	157	1	5,000 00	1879	1,000 00			1,000 00
						1880	4,000 00			4,000 00
	June 14, 1880	21	182	1	3,000 00					
	Mar. 3, 1881	21	470	1	10,000 00	1882	8,500 00			8,500 00
Total					216,670 29		216,854 92	4,687 93	3 30	212,166 99
Balance									4,500 00	
Huron River and Harbor.										
To remove obstructions in Huron River, Ohio	May 20, 1826	4	176	1	5,000 00	1826	1,500 00			1,500 00
						1827	3,500 00			3,500 00
To complete the removal of obstructions at the mouth of Huron River	May 19, 1828	4	275	1	4,413 35	1828	4,413 35			4,413 35
	Mar. 3, 1829	4	363	1	5,935 00	1829	5,935 00			5,935 00
	Apr. 23, 1830	4	394	1	1,880 36	1830	1,880 36			1,880 36
	Mar. 2, 1831	4	459	.....	3,480 00	1831	3,480 00			3,480 00
	July 3, 1832	4	553	1	1,500 00	1832	1,070 00			1,070 00
						1833	39 49			39 49
For extending and securing the works at Huron River	June 28, 1834	4	703	.....	6,700 00	1834	2,712 64			2,712 64
						1835	2,592 87			2,592 87
	July 2, 1836	5	69	.....	4,300 00	1836	4,397 27			4,397 27
	Mar. 3, 1837	5	188	1	2,565 00	1837	4,252 73			4,252 73

For further improvements at the mouth of Huron River	July 7, 1838	5	268	1	5,000 00	1838	4,250 00			4,250 00
						1839	750 00			747 30
						1842		2 70	2 70	
For continuing the works at the Huron Harbor, on Lake Erie	June 11, 1844	5	661		5,000 00	1845	5,000 00			4,999 65
						1846		35		
						1847			35	
For repairing the piers at Huron River Harbor	Aug. 30, 1852	10	60		10,000 00	1853	4,250 00			4,250 00
						1854	5,750 00			5,750 00
For improvement of harbor at Huron	June 23, 1866	14	72	1	39,000 00	1867	10,000 00			10,000 00
						1868	19,000 00			18,986 95
						1869		1 17		
						1870	6 74	18 62		
						1871	713 05			713 05
						1872	1,000 00			1,000 00
						1873	5,000 00			5,000 00
For continuing the improvement of the harbor at Huron	June 23, 1874	18	238	1	1,500 00	1874	3,300 00			3,300 00
	Mar. 3, 1875	18	457	1	1,000 00	1875	2,500 00			2,500 00
	June 18, 1878	20	157	1	1,000 00	1879	1,000 00			1,000 00
	June 14, 1880	21	182	1	3,000 00	1881	2,000 00			2,000 00
	Mar. 3, 1881	21	470	1	3,000 00	1882	4,000 00			4,000 00
Total					104,273 71		104,293 50	22 84	3 05	104,270 66
Maumee River.										
For improvement of Maumee Bay and River, Ohio	Mar. 2, 1867	14	419	1	20,000 00	1868	5,000 00			5,000 00
						1869	12,500 00			12,500 00
						1870	3 38	1 30		2 08
						1871	11 58			11 58
						1872	2,486 34			2,486 34
For the improvement of Maumee River above Toledo	June 10, 1872	17	371	1	7,000 00	1873	7,000 00			7,000 00
Total					27,000 00		27,001 30	1 30		27,000 00
Muskingum River—Ice Harbor.										
For an ice harbor at the mouth of the Muskingum River	Mar. 3, 1879	20	368	1	30,000 00	1880	15,000 00			15,000 00
	June 14, 1880	21	182	1	50,000 00	1881	45,000 00			45,000 00
	Mar. 3, 1881	21	470	1	30,000 00	1882	50,000 00			50,000 00
Total					110,000 00		110,000 00			110,000 00
Ohio River.										
Ohio and Kentucky. See "Miscellaneous," *post.*										
Port Clinton Harbor.										
For the improvement of Port Clinton Harbor, Ohio	June 10, 1872	17	371	1	8,000 00	1873	8,000 00			8,000 00
	Mar. 3, 1875	18	457	1	5,000 00	1875	5,000 00			5,000 00
	Aug. 14, 1876	19	136	1	5,000 00	1877	5,000 00			5,000 00
	June 18, 1878	20	153	1	10,000 00	1879	10,000 00			10,000 00
	Mar. 3, 1879	20	369	1	10,000 00	1880	4,600 00			4,600 00
	June 14, 1880	21	182	1	5,000 00	1881	10,400 00			10,400 00
	Mar. 3, 1881	21	471	1	5,000 00	1882	5,000 00			5,000 00
Total					48,000 00		48,000 00			48,000 00
Rocky River Harbor.										
For the improvement of Rocky River Harbor, Ohio	June 10, 1872	17	371	1	10,000 00	1873	9,000 00			9,000 00
						1874	1,000 00			1,000 00
	June 23, 1874	18	238	1	10,000 00					
	Mar. 3, 1875	18	457	1	15,000 00	1875	15,000 00			15,000 00
						1876	10,000 00			10,000 00
For repair of pier in Rocky River	June 14, 1880	21	192	1	4,000 00	1881	2,610 00			2,610 00
Total					39,000 00		37,610 00			37,610 00
Balance									1,390 00	

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Sandusky City Harbor.										
For making a survey of Sandusky Bay, to ascertain the expediency and expense of constructing piers, to improve the navigation thereof, and of placing buoys therein	May 20, 1826	4	176	1	$400 00	1826	$400 00			$358 30
						1827		$41 70		
						1828			$41 70	
For the preservation of the harbor at Sandusky City, and improving the same, to be expended under the orders of the Secretary of War, and according to such plan of improvement as may be recommended by him	June 11, 1844	5	662		15,000 00	1845	13,889 00			13,889 00
						1846	890 00			821 63
						1847	221 00			
						1849		121 66		
						1851		70 50		
						1852	130 47	227 68		
For preserving the harbor at Sandusky City and improving the same	Aug. 30, 1852	10	58		15,000 00	1853	4,250 00		289 37	4,250 00
						1854	8,577 47			8,577 47
						1855	2,172 53			2,172 53
For improvement of harbor at Sandusky City	June 23, 1866	14	72	1	38,580 00	1867	3,000 00			3,000 00
						1868	17,000 00			17,000 00
						1869	18,280 00			18,280 00
						1870	6 78			6 78
	July 11, 1870	16	224	1	10,000 00	1871	5,793 22			5,793 22
						1872	4,500 00			4,500 00
For the improvement of Sandusky City Harbor	June 10, 1872	17	371	1	13,000 00					
	Mar. 3, 1873	17	561	1	25,000 00	1873	18,000 00			18,000 00
						1874	20,000 00			20,000 00
	June 23, 1874	18	238	1	25,000 00					
	Mar. 3, 1875	18	457	1	25,000 00	1875	35,000 00			35,000 00
						1876	15,000 00			15,000 00
	Aug. 14, 1876	19	133	1	25,000 00	1877	12,500 00			12,500 00
						1878	12,500 00			12,500 00
For improving harbor at Sandusky City	June 18, 1878	20	157	1	20,000 00	1879	18,000 00			18,000 00
For improving and surveying harbor at Sandusky City	Mar. 3, 1879	20	369	1	1,000 00	1880	3,000 00			3,000 00
	June 14, 1880	21	182	1	12,500 00	1881	12,500 00			12,500 00
	Mar. 3, 1881	21	471	1	10,000 00	1882	9,000 00			9,000 00
Total					235,480 00		234,610 47	461 54	331 07	234,148 93
Balance									1,000 00	
Sandusky River.										
For improvement of Sandusky River from Fremont to Lake Erie	Mar. 2, 1867	14	419	1	20,000 00	1868	14,000 00			14,000 00
						1869	5,700 00			5,700 00
						1870	1 04			1 04
						1871	1 04			1 04
						1872	297 92			297 92
For the improvement of Sandusky River	June 10, 1872	17	371	1	10,000 00	1873	10,000 00			10,000 00
	June 14, 1880	21	187	1	10,000 00	1881	10,000 00			10,000 00
	Mar. 3, 1881	21	477	1	7,500 00	1882	7,500 00			7,500 00
Total					47,500 00		47,500 00			47,500 00
Toledo Harbor.										
	June 23, 1866	14	72	1	20,000 00	1867	6,500 00			6,500 00
						1868	13,500 00			13,498 70
						1869		1 30		
						1870	1 30			1 30
	July 11, 1870	16	224	1	50,000 00					
	Mar. 3, 1871	16	539	1	50,000 00	1871	26,400 00			26,400 00
						1872	73,600 00			73,600 00

For improvement of the harbor at Toledo, Ohio	June 10, 1872	17	371	1	15,000 00	1873	30,000 00			30,000 00
	Mar. 3, 1873	17	561	1	100,000 00	1874	85,000 00			85,000 00
	June 23, 1874	18	238	1	75,000 00	1875	76,000 00	1,000 00		75,000 00
	Mar. 3, 1875	18	457	1	75,000 00	1876	75,000 00			75,000 00
	Aug. 14, 1876	19	133	1	60,000 00	1877	12,500 00			12,500 00
						1878	47,500 00			47,500 00
	June 18, 1878	20	156	1	50,000 00	1879	41,000 00			41,000 00
	Mar. 3, 1879	20	369	1	20,000 00	1880	23,300 00			23,300 00
For improving harbor to the depth of sixteen feet at Toledo	June 14, 1880	21	182	1	30,000 00	1881	35,700 00			35,700 00
For improving harbor at Toledo	Mar. 3, 1881	21	471	1	40,000 00	1882	20,000 00			20,000 00
Total					585,000 00		566,001 30	1,001 30		565,000 00
Balance									20,000 00	
Vermillion River and Harbor.										
For constructing two piers and improving the navigation at the mouth of the Vermillion River, Ohio, according to the plan reported to the War Department	July 4, 1836	5	130	1	10,000 00	1836	7,400 00			7,400 00
For continuing the improvement of the navigation at the mouth of the river	Mar. 3, 1837	5	188	1	20,000 00	1837	22,600 00			22,600 00
	July 7, 1838	5	269	1	23,626 57	1838	11,746 00			11,746 00
						1839	11,277 00			11,277 00
						1840	603 57			600 30
						1856		3 27	3 27	
For the improvement of Vermillion Harbor	June 23, 1866	14	72	1	15,315 74	1867	6,500 00			6,500 00
						1868	8,815 74	10 49		8,805 25
						1870	22			22
						1872			10 27	
	June 10, 1872	17	371	1	5,000 00					
	Mar. 3, 1873	17	561	1	12,000 00	1873	8,000 00			8,000 00
						1874	9,000 00			9,000 00
	June 23, 1874	18	238	1	3,000 00					
	Mar. 3, 1875	18	457	1	10,000 00	1875	8,000 00			8,000 00
						1876	5,000 00			5,000 00
	Aug. 14, 1876	19	133	1	5,000 00	1877	5,000 00			5,000 00
	June 18, 1878	20	157	1	4,000 00	1879	4,000 00			4,000 00
	June 14, 1880	21	182	1	2,000 00	1881	2,000 00			2,000 00
	Mar. 3, 1881	21	471	1	2,000 00	1882	2,000 00			2,000 00
Total					111,942 31		111,942 53	13 76	13 54	111,928 77

OREGON.

Cascades of the Columbia.
Oregon and Washington. See "Miscellaneous," *post.*

Columbia River.
Oregon and Washington. See "Miscellaneous," *post.*

Coos Bay Harbor.										
For improving the entrance to and harbor of Coos Bay, Oregon	Mar. 3, 1879	20	370	1	40,000 00	1880	40,000 00			40,000 00
For continuing improvement at the entrance of Coos Bay Harbor	Mar. 3, 1881	21	479	1	30,000 00	1881	20,000 00			20,000 00
						1882	10,000 00			10,000 00
Total					70,000 00		70,000 00			70,000 00
Coquille River.										
For improvement of the mouth of Coquille River, Oregon	June 14, 1880	21	193	1	10,000 00	1881	10,000 00			10,000 00
Umpqua River.										
For improvement of the Umpqua River, Oregon	Mar. 3, 1871	16	541		22,500 00	1872	19,000 00	1,185 89		17,814 11
Balance									4,685 89	
Willamette River.										
For removal of obstructions to navigation in the Willamette River, between Portland, Oreg., and its mouth	June 23, 1866	14	73	1	15,000 00					
To improve the navigation of the Willamette River below the city of Portland	Mar. 2, 1867	14	421		30,000 00	1867	15,000 00			15,000 00
						1868	20,000 00			20,000 00
						1869	9,500 00			9,500 00
						1870	286 27			286 27

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Willamette Rirer—Continued.										
For improvement of the Willamette River at Portland and to the mouth of river	July 11, 1870	16	226	.....	$31,000 00	.....	.....	.....	.....	.....
For improvement of Willamette River above Oregon City	Mar. 3, 1871	16	541	.....	16,000 00	1871	$15,007 09	.....	.....	$15,007 09
For the improvement of the Lower Willamette River	June 10, 1872	17	375	.....	50,000 00	1872	23,000 00	.....	.....	23,000 00
	Mar. 3, 1873	17	565	.....	3,000 00	1873	51,500 00	.....	.....	51,500 00
	.....	.....	.....	.....	.....	1874	10,706 64	$5 02	.....	10,701 62
For continuing the improvement of the Upper Willamette River	June 23, 1874	18	242	.....	7,500 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	460	1	25,000 00	1875	7,500 00	3 45	.....	7,496 55
	.....	.....	.....	.....	.....	1876	20,000 00	.....	.....	20,000 00
	Aug. 14, 1876	19	135	1	20,000 00	1877	21,000 00	4 76	$8 47	20,995 24
	.....	.....	.....	.....	.....	1878	4,004 76	.....	.....	4,004 76
	June 18, 1878	20	157	1	20,000 00	1879	20,000 00	.....	.....	20,000 00
	Mar. 3, 1879	20	370	1	12,000 00	1880	12,000 00	.....	.....	12,000 00
Total	.....	.....	.....	.....	229,500 00	.....	229,504 76	13 23	8 47	229,491 53
Lower Willamette and Columbia Rivers.										
For the improvement of the Lower Willamette and Columbia Rivers from Portland, Oreg., to the sea	Mar. 3, 1873	17	565	1	20,000 00	1873	9,206 64	.....	.....	9,206 64
	.....	.....	.....	.....	.....	1874	10,793 36	.....	.....	10,793 36
	June 23, 1874	18	242	1	20,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	460	1	20,000 00	1875	20,000 00	.....	.....	20,000 00
	.....	.....	.....	.....	.....	1876	15,000 00	.....	.....	15,000 00
	Aug. 14, 1876	19	135	1	20,000 00	1877	9,000 00	.....	.....	9,000 00
	.....	.....	.....	.....	.....	1878	10,000 00	.....	.....	10,000 00
	June 18, 1878	20	157	1	30,000 00	1879	16,000 00	.....	.....	16,000 00
	Mar. 3, 1879	20	370	1	45,000 00	1880	65,000 00	.....	.....	65,000 00
For improving Lower Willamette and Columbia Rivers from Portland to the sea, including the bar at the mouth of the Columbia River	June 14, 1880	21	189	1	45,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	479	1	45,000 00	1881	60,000 00	.....	.....	60,000 00
	.....	.....	.....	.....	.....	1882	30,000 00	.....	.....	30,000 00
Total	.....	.....	.....	.....	245,000 00	.....	245,000 00	.....	.....	245,000 00
Willamette and Yamhill Rivers.										
For improving Upper Willamette and Yamhill Rivers, Oregon	June 14, 1880	21	189	1	12,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	479	1	15,000 00	1881	22,000 00	.....	.....	22,000 00
	.....	.....	.....	.....	.....	1882	5,000 00	.....	.....	5,000 00
Total	.....	.....	.....	.....	27,000 00	.....	27,000 00	.....	.....	27,000 00
Yaquina Bay.										
For improvement of the entrance to Yaquina Bay, Oregon	June 14, 1880	21	193	1	40,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	481	1	10,000 00	1881	44,000 00	.....	.....	44,000 00
	.....	.....	.....	.....	.....	1882	6,000 00	.....	.....	6,000 00
Total	.....	.....	.....	.....	50,000 00	.....	50,000 00	.....	.....	50,000 00
PENNSYLVANIA.										
Allegheny River.										
For the improvement of the navigation of the Allegheny River from the mouth of French Creek to Pittsburgh, Pa	Mar. 3, 1879	20	364	1	10,000 00	1880	10,000 00	.....	.....	10,000 00
	June 14, 1880	21	184	1	20,000 00	1881	20,000 00	.....	.....	20,000 00
	Mar. 3, 1881	21	473	1	25,000 00	1882	25,000 00	.....	.....	25,000 00
Total	.....	.....	.....	.....	55,000 00	.....	55,000 00	.....	.....	55,000 00

Chester Creek.										
For improving Chester Creek, Pennsylvania	Mar. 3, 1881	21	480	1	3,000 00	1881	3,000 00			3,000 00
Chester Harbor.										
To defray the expense of a survey of the public piers at Chester, in the river Delaware, in order to determine the expediency of accepting the cession thereof made by the State of Pennsylvania, and the expense of repairing the same	May 20, 1826	4	176	1	100 00	1826	28 25			28 25
						1828			71 75	
For repairs at the harbor of Chester	July 4, 1836	5	130	1	3,000 00	1836	3,000 00			3,000 00
For continuing the repairs at the harbor of Chester	Mar. 3, 1837	5	189	1	2,000 00	1837	2,000 00			2,000 00
For the repairs of the works at the harbor of Chester, on the Delaware River	Aug. 30, 1852	10	56		5,000 00	1853	5,000 00			4,892 25
						1854	3 00	3 00		
						1857		107 75		
						1860			107 75	
For the improvement of Chester Harbor	Mar. 2, 1867	14	420	1	11,000 00	1868	10,500 00			10,500 00
						1869	147 14			147 14
						1870	3 35			3 35
						1872			349 51	
For the construction of ice harbor at Chester	Aug. 14, 1876	19	134	1	2,600 00	1877	2,600 00			2,600 00
	June 18, 1878	20	157	1	3,400 00	1879	3,400 00			3,400 00
Total					27,100 00		26,681 74	110 75	529 01	26,570 99
Delaware River.										
Pennsylvania, New York, Delaware, and New Jersey. See "Miscellaneous," *post.*										
Erie Harbor (formerly Presque Isle).										
For making or deepening the channel leading into the harbor of Presque Isle, Pennsylvania	May 26, 1824	4	38	1	20,000 00	1824	3,000 00			3,000 00
						1825	11,420 19			11,420 19
For completing the works for deepening the channel of entrance into the harbor of Presque Isle	Mar. 25, 1826	4	151	1	7,000 00	1826	9,095 00			9,095 00
For completing the works and deepening the channel of entrance into the harbor of Presque Isle, to cover the expense of work done and to be done, which has not been contemplated by any appropriation heretofore made	Mar. 2, 1827	4	215	1	2,000 00	1827	5,484 81			5,484 81
For deepening the channel of entrance into the harbor of Presque Isle	May 19, 1828	4	275	1	6,223 18	1828	6,223 18			6,223 18
For closing the breach made in the peninsula at Presque Isle Bay	Mar. 3, 1829	4	363		7,390 25	1829	7,390 25			7,390 25
For completing the improvement of the harbor of Presque Isle	Mar. 2, 1831	4	459		1,700 00	1831	1,700 00			1,700 00
	July 3, 1832	4	552	1	4,500 00	1832	3,000 00			3,000 00
	Mar. 2, 1833	4	648	1	6,000 00	1833	7,500 00			7,500 00
For filling up and securing a breach in the south embankment at Presque Isle	June 28, 1834	4	703		3,045 00					
For securing the works at Presque Isle	June 28, 1834	4	703		20,000 00	1834	13,000 00			13,000 00
	Mar. 3, 1835	4	754		5,000 00	1835	16,308 93	1,263 93		15,045 00
For continuing the improvement of the harbor of Presque Isle according to Colonel Totten's recommendation	July 2, 1836	5	68		15,000 00					
For repairing breach in the peninsula at Presque Isle	July 2, 1836	5	69		122 80	1836	15,122 80	68 52		15,054 28
For continuing the improvement of the harbor of Presque Isle	Mar. 3, 1837	5	188	1	15,000 00	1837	15,068 52			15,068 52
	July 7, 1838	5	269	1	30,000 00	1838	15,000 00			15,000 00
						1839	13,954 00			13,954 00
						1840	1,046 00			1,046 00
For continuation of the works at the harbor of Erie (formerly Presque Isle), on Lake Erie	June 11, 1844	5	661		40,000 00	1845	22,454 92			22,454 92
						1846	16,650 00			16,650 00
						1847	895 08			895 08
	Aug. 30, 1852	10	59		30,000 00	1853	9,807 91			9,807 91
						1854	7,304 30			7,304 30
						1855	12,887 79			12,721 72
						1862		166 07		
						1863			166 07	
For improvement of harbor and repair of public works at Erie	June 23, 1866	14	72		36,961 00					
For extending the pier at Erie Harbor, and dredging channel through to outer bar	Mar. 2, 1867	14	419		25,000 00	1867	5,000 00			5,000 00
						1868	41,000 00			41,000 00
						1869	15,000 00	634 92		14,365 08
						1870	60 01			60 01

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Erie Harbor (formerly Presque Isle)—Continued.										
	July 11, 1870	16	224	1	$20,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	539	.....	29,000 00	1871	$14,035 91	.....	.....	$14,035 91
	.....	.....	.....	.....	.....	1872	36,500 00	.....	.....	36,500 00
	June 10, 1872	17	371	1	15,000 00	1873	7,000 00	.....	.....	7,000 00
	.....	.....	.....	.....	.....	1874	8,000 00	.....	.....	8,000 00
	June 23, 1874	18	238	1	20,000 00	.....	.....	.....	.....	.....
For improvement of Erie Harbor	Mar. 3, 1875	18	457	1	80,000 00	1875	35,000 00	.....	.....	35,000 00
	.....	.....	.....	.....	.....	1876	40,000 00	.....	.....	40,000 00
	Aug. 14, 1876	19	136	1	40,000 00	1877	40,000 00	.....	.....	40,000 00
	.....	.....	.....	.....	.....	1878	10,000 00	.....	.....	10,000 00
	June 18, 1878	20	157	1	25,000 00	1879	18,000 00	.....	.....	18,000 00
	Mar. 3, 1879	20	369	1	25,000 00	1880	21,000 00	.....	.....	21,000 00
	June 14, 1880	21	181	1	25,000 00	1881	21,000 00	.....	.....	21,000 00
	Mar. 3, 1881	21	470	1	20,000 00	1882	34,000 00	.....	.....	34,000 00
Total	.....	.....	.....	.....	573,942 23	.....	559,909 60	$2,133 44	$166 07	557,776 16
Balance	.....	.....	.....	.....	.....	.....	.....	.....	16,000 00	.....
Marcus Hook Harbor.										
For repairing the piers at Marcus Hook, Pennsylvania, for filling up the sluice between the said piers, and improving the harbor of Marcus Hook by the removal of obstructions.	Mar. 2, 1829	4	347	.....	5,000 00	1829	5,000 00	.....	.....	4,754 48
	.....	.....	.....	.....	.....	1831	1 13	246 65	245 52	.....
For repairs of Government wharves and landings, and improving harbor at Marcus Hook, on Delaware River: *Provided*, That before expenses shall be incurred on said wharves and landings it shall be shown to the satisfaction of the Secretary of War that the same belong to the United States	June 23, 1866	14	73	1	5,000 00	.....	.....	.....	.....	.....
	Mar. 2, 1867	14	420	.....	94,000 00	1867	5,050 00	.....	.....	5,050 00
	.....	.....	.....	.....	.....	1868	25,000 00	2,000 00	.....	23,000 00
	.....	.....	.....	.....	.....	1869	18,000 00	19	.....	17,999 81
	.....	.....	.....	.....	.....	1870	8,016 29	01	.....	8,016 28
	.....	.....	.....	.....	.....	1871	32,521 79	.....	.....	32,521 79
For improving harbor of Marcus Hook	.....	.....	.....	.....	.....	1872	1,700 00	.....	.....	1,700 00
	.....	.....	.....	.....	.....	1873	250 00	.....	.....	250 00
	.....	.....	.....	.....	.....	1875	1,000 00	.....	.....	1,000 00
	.....	.....	.....	.....	.....	1876	2,800 00	.....	.....	2,800 00
	.....	.....	.....	.....	.....	1877	500 00	.....	.....	500 00
	.....	.....	.....	.....	.....	1878	2,842 91	180 79	.....	2,662 12
	.....	.....	.....	.....	.....	1879	3,500 00	.....	.....	3,500 00
For ice harbor at Marcus Hook; commencing enlargement of piers and dredging	June 14, 1880	21	192	1	35,000 00	1881	25,000 00	.....	.....	25,000 00
For ice harbor at Marcus Hook	Mar. 3, 1881	21	470	1	30,000 00	1882	10,000 00	.....	.....	10,000 00
Total	.....	.....	.....	.....	169,000 00	.....	141,182 12	2,427 64	245 52	138,754 48
Balance	.....	.....	.....	.....	.....	.....	.....	.....	30,000 00	.....
Monongahela River.										
Pennsylvania and West Virginia. See "Miscellaneous," *post.*										
Ohio River.										
Pennsylvania, Ohio, and West Virginia. See "Miscellaneous," *post.*										

Presque Isle Harbor. See "Erie Harbor," *ante.*											
Schuylkill River.											
For clearing and buoying the channel of the Schuylkill River at its mouth, at Gibson's Point, and above to the Chestnut street bridge, Philadelphia, Pa	July 11, 1870	16	224	1	15,000 00						
	Mar. 3, 1871	16	539	1	10,000 00	1871	18,000 00				18,000 00
						1872	7,000 00				7,000 00
For clearing and improving the channel of the Schuylkill River from its mouth to the Chestnut street bridge, Philadelphia, of which sufficient is to be used for removing the rock between Locust street and the said bridge	June 10, 1872	17	373	1	40,000 00						
For the improvement of the channel of the Schuylkill River, of which a portion shall be used for commencing the removal of the rocks at and near South street wharf	Mar. 3 1873	17	564	1	40,000 00	1873	38,500 00				38,500 00
						1874	41,500 00	33			41,499 67
For continuing the improvement of the Schuylkill River	June 23, 1874	18	240	1	20,000 00						
	Mar. 3, 1875	18	459	1	20,000 00	1875	32,000 00				32,000 00
						1876	8,000 00				8,000 00
	Aug. 14, 1876	19	135	1	20,000 00	1877	10,500 00			33	10,500 00
						1878	11,979 39	2,479 39			9,500 00
	June 18, 1878	20	159	1	30,000 00	1879	30,000 00				30,000 00
	Mar. 3, 1879	20	364	1	25,000 00	1880	25,000 00				25,000 00
	June 14, 1880	21	184	1	40,000 00	1881	26,500 00				26,500 00
	Mar. 3, 1881	21	473	1	40,000 00	1882	9,500 00				9,500 00
Total					300,000 00		258,479 39	2,479 72		33	255,999 67
Balance										44,000 00	
Susquehanna River.											
For improving Susquehanna River, Pennsylvania, from Richard's Island up	June 14, 1880	21	190	1	15,000 00						
	Mar. 3, 1881	21	481	1	15,000 00	1881	20,000 00				20,000 00
						1882	15,000 00	5,000 00			10,000 00
Total					30,000 00		35,000 00	5,000 00			30,000 00
Youghiogheny River. See "Surveys," *post.*											
RHODE ISLAND.											
Block Island Harbor.											
For construction of breakwater at Block Island, Rhode Island	July 11, 1870	16	225	1	30,000 00						
	Mar. 3, 1871	16	540	1	75,000 00	1871	30,003 92				30,003 92
						1872	50,000 00				50,000 00
For the improvement of the breakwater at Block Island	June 10, 1872	17	374	1	50,000 00						
For the improvement of the harbor at Block Island	Mar. 3, 1873	17	564	1	50,000 00	1873	64,996 08				64,996 08
						1874	50,000 00				50,000 00
For the improvement of the breakwater at Block Island	June 23, 1874	18	241	1	20,000 00						
	Mar. 3, 1875	18	460	1	20,000 00	1875	30,000 00				30,000 00
	Aug. 14, 1876	19	137	1	40,000 00	1877	20,000 00				20,000 00
						1878	40,000 00				40,000 00
For improving Block Island Harbor	June 14, 1880	21	190	1	6,000 00	1881	6,000 00				6,000 00
Total					291,000 00		291,000 00				291,000 00
Church's Cove Harbor.											
For making a survey and examination to ascertain the expediency and expense of constructing piers to improve the harbor of Church's Cove, in the town of Little Compton, R. I.	Mar. 2, 1827	4	229	1	200 00	1827	200 00				195 19
						1828		4 81			
						1829				4 81	
For a breakwater at Church's Cove Harbor, in the town of Little Compton	July 4, 1836	5	129	1	10,000 00	1837	7,821 30				7,821 30
For continuing the breakwater at Church's Cove	July 7, 1838	5	270	1	18,000 00	1838	3,748 70				3,748 70
						1839	15,422 00				15,422 00
						1840	1,008 00				1,008 00
Total					28,200 00		28,200 00	4 81		4 81	28,195 19
Little Narragansett Bay. Rhode Island and Connecticut. See "Miscellaneous," *post.*											

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Narragansett Bay.										
See "Providence River and Narragansett Bay," *post.*										
Newport Harbor.										
For dredging at the entrance of Newport Harbor, Rhode Island, and for a jetty on the south end of Goat Island	Mar. 3, 1873	17	564	1	$8,500 00	1874	$8,500 00			$8,500 00
For continuing the improvement of the harbor at Newport	June 23, 1874	18	241	1	10,000 00					
	Mar. 3, 1875	18	460	1	10,000 00	1875	10,000 00			10,000 00
						1876	10,000 00			10,000 00
	Mar. 3, 1881	21	480	1	25,000 00	1882	25,000 00			25,000 00
Total					53,500 00		53,500 00			53,500 00
Pawcatuck River.										
Rhode Island and Connecticut. See "Miscellaneous," *post.*										
Pawtucket River.										
For the improvement of Pawtucket River, Rhode Island	Mar. 2, 1867	14	421	1	17,000 00	1867	3,000 00			3,000 00
						1868	13,900 00			13,900 00
						1869	93 64			93 64
	July 11, 1870	16	225	1	8,000 00					
	Mar. 3, 1871	16	540	1	7,000 00	1871	8,000 40			8,000 40
						1872	7,000 00			7,000 00
	June 10, 1872	17	374	1	10,000 00					
	Mar. 3, 1873	17	564	1	10,000 00	1873	10,000 00			10,000 00
						1874	1,000 00			1,000 00
						1875	9,000 00			9,000 00
						1877			$5 96	
Total					52,000 00		51,994 04		5 96	51,994 04
Potonowut River.										
For improving Potonowut River, Rhode Island	Mar. 3, 1881	21	473	1	5,000 00	1882	5,000 00			5,000 00
Providence River and Harbor.										
For removing a rock near the mouth of the Seekonk River, harbor of Providence, R. I	Aug. 30, 1852	10	57		5,000 00	1853	250 00			250 00
						1854	4,750 00			4,691 99
						1855		$58 01		
						1858			58 01	
For a survey of Providence Harbor	Aug. 30, 1852	10	59		1,500 00	1853	1,500 00			1,498 82
						1855		1 18	1 18	
For improvement of Providence River off Pawtuxet Bar, and at the Crook	Mar. 2, 1867	14	421		25,000 00	1867	7,000 00			7,000 00
						1868	20,000 00	2,050 00		17,950 00
						1869	37 26			37 26
						1870	3 94			3 94
For improvement of Providence River	July 11, 1870	16	225		5,000 00	1871	5,000 00			5,000 00
For the improvement of Bulkhead Rock in Providence River	July 15, 1870	16	297		2,500 00	1871	2,500 00			2,491 82
						1872		8 18		
For the improvement of Providence River	June 10, 1872	17	374	1	10,000 00					
	Mar. 3, 1873	17	564	1	10,000 00	1873	10,000 00			10,000 00
						1874	10,000 00			10,000 00
						1877			16 98	
For improving Providence River, removing Bulkhead Rock	June 18, 1878	20	159	1	5,000 00	1880	5,000 00			5,000 00
Total					64,000 00		66,041 20	2,117 37	76 17	63,923 83

Providence River and Narragansett Bay.										
For improving Providence River and Narragansett Bay, Rhode Island	June 18, 1878	20	159	1	50,000 00	1879	20,000 00			20,000 00
	Mar. 3, 1879	20	363	1	60,000 00	1880	40,000 00	48 00		39,952 00
	June 14, 1880	21	184	1	60,000 00	1881	90,000 00			90,000 00
	Mar. 3, 1881	21	473	1	60,000 00	1882	80,048 00			80,048 00
Total					230,000 00		230,048 00	48 00		230,000 00
Wickford Harbor.										
For the improvement of Wickford Harbor, Rhode Island	Mar. 3, 1873	17	564	1	5,000 00	1874	5,000 00			5,000 00
	June 23, 1874	18	241	1	5,000 00	1875	5,000 00			5,000 00
Total					10,000 00		10,000 00			10,000 00
SOUTH CAROLINA.										
Ashepoo River.										
For removing obstructions in Ashepoo River, South Carolina	June 10, 1872	17	373	1	1,300 00	1873	1,300 00			1,243 95
						1874		56 05		
						1877			56 05	
Total					1,300 00		1,300 00	56 05	56 05	1,243 95
Ashley River.										
For improving Ashley River, South Carolina	June 14, 1880	21	190	1	1,000 00					
	Mar. 3, 1881	21	475	1	1,500 00	1882	2,500 00			2,500 00
Total					2,500 00		2,500 00			2,500 00
Charleston Harbor.										
For the improvement of the harbor of Charleston, S. C	Aug. 30, 1852	10	58		50,000 00	1853	950 00			950 00
						1854	1,450 00			1,450 00
						1855	47,600 00			47,600 00
For improvement of the ship channel in Charleston Harbor	Mar. 3, 1871	16	540	1	13,000 00					
	June 10, 1872	17	373	1	38,700 00	1873	30,000 00			30,000 00
For completing work now in progress in improving Charleston Harbor	Mar. 3, 1873	17	563	1	5,000 00	1874	12,000 00			12,000 00
	June 23, 1874	18	242	1	18,000 00					
For the improvement of the harbor at Charleston	Mar. 3, 1875	18	459	1	10,000 00	1875	17,700 00			17,700 00
						1876	25,000 00			25,000 00
	Aug. 14, 1876	19	135	1	10,000 00	1877	3,000 00			3,000 00
						1878	6,000 00			6,000 00
	June 18, 1878	20	153	1	200,000 00	1879	78,000 00			78,000 00
	Mar. 3, 1879	20	365	1	200,000 00	1880	115,000 00			115,000 00
	June 14, 1880	21	181	1	170,000 00					
For improving Sullivan's Island for protection of Charleston Harbor	June 14, 1880	21	192	1	5,000 00	1881	230,000 00			230,000 00
For improving harbor at Charleston	Mar. 3, 1881	21	470	1	175,000 00	1882	328,000 00			328,000 00
Total					894,700 00		894,700 00			894,700 00
Georgetown Harbor.										
For a survey of the bar and harbor of Georgetown, S. C	July 4, 1836	5	130	1	1,000 00	1838			1,000 00	
	Aug. 30, 1852	10	59		3,000 00	1853	600 00			600 00
						1854	2,400 00			2,399 97
						1856		03	03	
Total					4,000 00		3,000 00	03	1,000 03	2,999 97
Great Pedee River.										
For improving Great Pedee River, South Carolina	June 14, 1880	21	191	1	7,000 00					
For improving Great Pedee River between Little Bluff and Cheraw	Mar. 3, 1881	21	475	1	6,000 00	1881	13,000 00			13,000 00
						1882	1,311 61	1,311 61		
Total					13,000 00		14,311 61	1,311 61		13,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Santee River.										
For improving Santee River, South Carolina, by deepening and straightening its outlet to Winyah Bay, through Mosquito Creek	Mar. 3, 1881	21	481	1	$22,000 00	1882	$2,000 00			$2,000 00
Balance									$20,000 00	
Sullivan's Island.										
See "Charleston Harbor," *ante.*										
Town Creek and Stono River.										
For removing obstructions in Town Creek, near Charleston, S. C	July 11, 1870	16	225	.....	7,500 00	1871	4,500 00			4,500 00
						1872	154 26			154 26
The act of June 10, 1872, provides, "That the amount of the appropriation made by act of Congress, approved July 11, 1870, for removing obstructions in Town Creek, near Charleston, which remains unexpended, is hereby appropriated to remove wrecks and obstructions to navigation in Stono River, near Church Flats"	June 10, 1872	17	373	.....		1873	2,300 00			2,243 95
						1874		$56 05		
						1877			601 79	
Total					7,500 00	.....	6,954 26	56 05	601 79	6,898 21
Waccemaw River.										
South Carolina and North Carolina. See "Miscellaneous," *post.*										
Wappoo Cut.										
For improving Wappoo Cut, South Carolina	Mar. 3, 1881	21	480	1	10,000 00	.....				
Balance									10,000 00	
Waterce River.										
For improving Wateree River, South Carolina	Mar. 3, 1881	21	481	1	8,000 00	1882	8,000 00			8,000 00
TENNESSEE.										
Big Hatchie River.										
For improving Big Hatchie River, Tennessee	June 14, 1880	21	191	1	10,000 00	1881	10,000 00			10,000 00
	Mar. 3, 1881	21	477	1	3,500 00	1882	3,500 00			3,500 00
Total					13,500 00	.....	13,500 00			13,500 00
Caney Fork River.										
For improving Caney Fork River, Tennessee	June 14, 1880	21	191	1	6,000 00	1881	4,000 00			4,000 00
	Mar. 3, 1881	21	477	1	4,000 00	1882	6,000 00			6,000 00
Total					10,000 00	.....	10,000 00			10,000 00
Clinch River.										
For improving Clinch River, Tennessee; of which $6,000 shall be expended above Haynes, in Claiborne County, and $4,000 below said point	June 14, 1880	21	192	1	10,000 00	1881	4,000 00			4,000 00
For improving Clinch River	Mar. 3, 1881	21	477	1	3,000 00	1882	9,000 00			9,000 00
Total					13,000 00	.....	13,000 00			13,000 00
Cumberland River.										
Tennessee and Kentucky. See "Miscellaneous," *post.*										

Duck River.											
For improving Duck River, Tennessee	June 14, 1880	21	191	1	7,000 00	1881	3,000 00				3,000 00
	Mar. 3, 1881	21	477	1	3,000 00	1882	7,000 00				7,000 00
Total					10,000 00		10,000 00				10,000 00
French Broad River.											
Tennessee and North Carolina. See "Miscellaneous," *post.*											
Hiawassee River.											
	Aug. 14, 1875	19	134	1	10,000 00	1877	4,000 00				4,000 00
						1878	6,000 00				6,000 00
For the improvement of the Hiawassee River, Tennessee	June 18, 1878	20	155	1	10,000 00	1879	10,000 00				10,000 00
	Mar. 3, 1879	20	368	1	3,000 00	1880	3,000 00				3,000 00
	June 14, 1880	21	187	1	3,000 00	1881	3,000 00				3,000 00
	Mar. 3, 1881	21	477	1	1,500 00	1882	1,500 00				1,500 00
Total					27,500 00		27,500 00				27,500 00
Memphis Harbor.											
See "Mississippi River," *post.*											
Mississippi River.											
Tennessee and Arkansas. See "Miscellaneous," *post.*											
Obed's River.											
For improving Obed's River, Tennessee	June 14, 1880	21	191	1	4,000 00	1881	2,000 00				2,000 00
	Mar. 3, 1881	21	477	1	2,500 00	1882	4,500 00				4,500 00
Total					6,500 00		6,500 00				6,500 00
Red River.											
For improving Red River, from its mouth to Port Royal, in Montgomery County, Tennessee	Mar. 3, 1881	21	477	1	5,000 00	1882	5,000 00				5,000 00
Tennessee River.											
Tennessee, Kentucky, and Alabama. See "Miscellaneous," *post.*											
TEXAS.											
Aransas Pass and Bay.											
For improving Aransas Pass and Bay up to Rockport and Corpus Christi, Texas; which sum shall be expended in deepening the channel across the outer bar of Aransas Pass and the protection of the head of Mustang Island: *Provided*, That if the expenditure of said sum in the manner indicated herein involve the improvement of any channel or way owned or controlled by any corporation or person with the right to levy tolls or otherwise to affect the navigation and commerce thereof, no part of said sum shall be expended until such right, ownership, and control shall have been surrendered and relinquished to the United States free of cost, in manner and form to be approved by the Secretary of War	Mar. 3, 1879	20	371	1	35,000 00	1880	20,000 00				20,000 00
	June 14, 1880	21	186	1	65,000 00	1881	80,000 00				80,000 00
	Mar. 3, 1881	21	477	1	80,000 00	1882	80,000 00				80,000 00
Total					180,000 00		180,000 00				180,000 00
Brazos River.											
For improving channel over bar at mouth of Brazos River, Texas, including a report upon the capacity of the harbor at the mouth of the Brazos, and its adaptability as a harbor of refuge and naval station	June 14, 1880	21	191	1	40,000 00	1881	35,500 00				35,500 00
	Mar. 3, 1881	21	477	1	40,000 00	1882	44,500 00				44,500 00
Total					80,000 00		80,000 00				80,000 00
Brazos Santiago Harbor.											
For removing wrecks and other obstructions to navigation at Brazoz Santiago, Tex	June 14, 1878	20	155	1	6,000 00	1879	6,000 00				6,000 00
For improving harbor at Brazos Santiago	June 18, 1880	21	192	1	25,000 00	1881	5,000 00				5,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Brazos Santiago Harbor—Continued.										
For improving bar and harbor at Brazos Santiago	Mar. 3, 1881	21	481	1	$75,000 00	1882	$40,000 00			$40,000 00
Total					106,000 00		51,000 00			51,000 00
Balance									$55,000 00	
Colorado River.										
For the improvement of the navigation of the Colorado River, Texas	Aug. 30, 1852	10	57		20,000 00	1853	1,000 00			1,000 00
						1854	19,000 00			18,775 64
						1856	238 22	$238 22		
						1858		182 86	182 86	
						1861		41 50	41 50	
Total					20,000 00		20,238 22	462 58	224 36	19,775 64
Cypress Bayou. Texas and Louisiana. See "Miscellaneous," *post.*										
Galveston Harbor and Bay.										
For improvement of Galveston Harbor, Texas	July 11, 1870	16	226		25,000 00					
	Mar. 3, 1871	16	541		20,000 00	1871	2,000 00			2,000 00
						1872	43,000 00			43,000 00
For the improvement of bar in Galveston Bay	June 10, 1872	17	373		10,000 00					
For improvement of the harbor of Galveston	June 10, 1872	17	373		31,000 00	1873	41,000 00			41,000 00
For continuing the improvement of the harbor at Galveston	June 23, 1874	18	242		60,000 00					
For the improvement of Red Fish Bar, in Galveston Bay	June 23, 1874	18	243		10,000 00					
	Mar. 3, 1875	18	458		10,200 00					
For the improvement of the harbor at Galveston	Mar. 3, 1875	18	461		150,000 00					
For the improvement of the ship channel between the mouth of San Jacinto River to Bolivar Channel, in Galveston Bay	Mar. 3, 1875	18	461		25,000 00	1875	141,500 00			141,500 00
						1876	113,700 00			113,700 00
For continuing the improvement on the outer bar at Galveston	Aug. 14, 1876	19	136		142,000 00					
For the continuing of the work on the ship channel in Galveston Bay, to be expended between Red Fish Bar and Morgan's Point	Aug. 14, 1876	19	138		72,000 00	1877	117,000 00			117,000 00
						1878	25,013 44	13 44		25,000 00
For the purpose of continuing the improvements of Galveston Harbor	June 7, 1878	20	100		75,000 00					
For improving entrance to Galveston Harbor	June 18, 1878	20	153	1	50,000 00					
For improvement of ship channel in Galveston Bay, between Bolivar Channel and Red Fish Bar; and the appropriation made for this work by the act of August 14, 1876, is hereby made available for the same part of said channel	June 18, 1878	20	153	1	75,000 00	1879	119,000 00	2 62		118,997 38
For improving entrance to Galveston Harbor	Mar. 3, 1879	20	365	1	100,000 00					
The act of March 3, 1879, provides "That, in consideration of the proposition of the Buffalo Bayou Ship Channel Company to turn over their work at Morgan's Point, and to surrender their charter granted by the legislature of Texas, and the rights accruing thereunder, to the United States, which proposition is now on file in the War Department, and is hereby accepted; the government hereby adopts the line surveyed from the cut in Red Fish Bar to the cut in Morgan's Point, and appropriates therefor $80,000: *Provided*, That no part of said sum shall be expended until said Buffalo Bayou Ship Channel Company shall file with the Secretary of War, in manner and form to be by him approved, their acceptance of this provision of this act"	Mar. 3, 1879	20	367	1	80,000 00	1880	226,002 62			226,002 62

For improving outer bar, Galveston Harbor, continuing operations	June 14, 1880	21	182	1	175,000 00						
For improving the ship channel, Galveston Bay, continuing improvement	June 14, 1880	21	186	1	50,000 00						
For improving Buffalo Bayou, to secure a channel of 100 feet	Mar. 3, 1881	21	480	1	25,000 00	1881	205,000 00	2 00		204,998 00
For improving Galveston Harbor, continuing operations at the outer bar	Mar. 3, 1881	21	470	1	250,000 00						
For improving ship channel, Galveston Bay	Mar. 3, 1881	21	477	1	50,000 00						
For the purpose of continuing the improvements of Galveston Harbor	Mar. 4, 1882	22	7		100,000 00	1882	370,002 00			370,002 00
Total					1,585,200 00		1,403,218 06	18 06		1,403,200 00
Balance									182,000 00	
Indianola Harbor.										
For the improvement of Passo Cavallo Inlet into Matagorda Bay, Texas	Aug. 14 1876	19	134	1	20,000 00					
	June 18, 1878	20	153	1	25,000 00	1879	6,500 00			6,500 00
	Mar. 3, 1879	20	365	1	25,000 00					
	June 14, 1880	21	186	1	50,000 00	1881	65,500 00			65,500 00
	Mar. 3, 1881	21	477	1	60,000 00	1882	83,500 00			83,500 00
Total					180,000 00		155,500 00			155,500 00
Balance									24,500 00	
Matagorda Bay. See "Indianola Harbor," *ante.*										
Neches River.										
For deepening the channel at the mouth of the Neches River, Texas, and removing obstructions to Beaumont	June 18, 1878	20	156	1	8,000 00	1879	500 00	88		499 12
For improving mouth of Neches River	Mar. 3, 1879	20	365	1	5,000 00	1880	12,500 88			12,500 88
	June 14, 1880	21	186	1	5,000 00					
	Mar. 3, 1881	21	477	1	3,000 00	1882	8,000 00			8,000 00
Total					21,000 00		21,000 88	88		21,000 00
Passo Cavallo Inlet. See "Indianola Harbor," *ante.*										
Red River. Texas, Arkansas, and Louisiana. See "Miscellaneous," *post.*										
Rio Grande River.										
For the protection of the river banks at Fort Brown, Texas, against the encroachments of the Rio Grande	July 31, 1876	19	119		10,000 00	1877	8,000 00			8,000 00
						1878	2,802 41	802 41		1,992 92
						1879		7 08	7 08	
For protection of river bank at Fort Brown	Mar. 3, 1879	20	370	1	7,000 00	1880	7,000 00			7,000 00
Total					17,000 00		17,802 41	809 49	7 08	16,992 92
Sabine Pass and Bay.										
For the improvement of Sabine Pass, Texas	Mar. 3, 1875	18	461	1	20,000 00	1875	1,000 00			1,000 00
						1876	5,000 00			5,000 00
For the improvement at Sabine Pass, and for improvement of Blue Buck Bar and Sabine Bay, and for deepening the channel over the bar at the mouth of the Sabine River, and for deepening the channel over the bar at the mouth of Neches River where these rivers enter Sabine Bay	Aug. 14, 1876	19	134	1	38,000 00	1877	14,000 00			14,000 00
						1878	38,000 00			38,000 00
For improving Sabine Pass; deepening channel at the entrance and at Blue Buck Bar	June 18, 1878	20	153	1	30,000 00	1879	29,909 00			29,909 00
For deepening channel of Sabine Pass and at Blue Buck Bar	Mar. 3, 1879	20	365	1	25,000 00	1880	11,509 00			11,509 00
For continuing improvement	June 14, 1880	21	187	1	50,000 00	1881	57,995 00			57,995 00
	Mar. 3, 1881	21	477	1	150,000 00	1882	35,500 00			35,500 00
Total					313,000 00		192,913 00			192,913 00
Balance									120,087 00	

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Sabine River.										
For improving narrows of Sabine River above Orange, Texas, and to deepen the channel at the mouth of the Sabine River.	June 18, 1878	20	156	1	$10,000 00	1879	$10,000 00	$0 88		$9,999 12
	Mar. 3, 1879	20	365	1	6,000 00	1880	4,000 00			4,000 00
	June 14, 1880	21	187	1	5,000 00	1881	2,000 88			2,000 88
	Mar. 3, 1881	21	477	1	7,000 00	1882	500 00			500 00
Total					28,000 00		16,500 88	88		16,500 00
Balance									$11,500 00	
San Antonio River.										
For a survey of San Antonio River, Texas	Aug. 30, 1852	10	59		1,500 00	1854	1,499 98			1,455 40
						1855			02	
						1858		44 58	44 58	
Total					1,500 00		1,499 98	44 58	44 60	1,455 40
Survey of rivers and harbors.										
For surveys of the harbors at Sabine, Galveston, Passo Cavallo, Velasco, Brazos de Santiago, and Corpus Christi, and the rivers Sabine, Brazos, and Trinity	Aug. 30, 1852	10	59		5,000 00	1853	5,000 00			3,500 02
						1854		1,499 98		
						1855	1,499 98			1 413 96
						1856		86 02		
						1859			86 02	
Total					5,000 00		6,499 98	1,586 00	86 02	4,913 98
Trinity River.										
For the survey of the Trinity River, Texas, including the bar at the mouth	Aug. 30, 1852	10	57		3,000 00	1853	1,500 00			1,382 89
						1855	1,500 00			
						1858		1,617 11	1,617 11	
For deepening the channel at the mouth of the Trinity River, and removing obstructions to Liberty	June 18, 1878	20	156	1	10,000 00	1879	500 00	87		499 13
For improving mouth of Trinity River	Mar. 3, 1879	20	365	1	2,500 00	1880	6,000 87			6,000 87
For continuing operations	June 14, 1880	21	187	1	4,000 00	1881	10,000 00			10,000 00
	Mar. 3, 1881	21	477	1	10,000 00	1882	5,000 00			5,000 00
Total					29,500 00		24,500 87	1,617 98	1,617 11	22,882 89
Balance									5,000 00	
VERMONT.										
Burlington Harbor.										
For building a breakwater or pier at the harbor of Burlington, Vermont	July 4, 1836	5	129	1	10,000 00	1836	5,000 00			5,000 00
For continuing the construction of a breakwater at Burlington	Mar. 3, 1837	5	188	1	10,000 00	1837	11,000 00			11,000 00
	July 7, 1838	5	269	1	50,000 00	1838	23,000 00			23,000 00
						1839	30,520 00			30,520 00
						1840	480 00			480 00
	June 11, 1844	5	661		10,000 00	1845	8,000 00			8,000 00
						1846	2,000 00			2,000 00
For continuing and repairing the breakwater at Burlington	Aug. 30, 1852	10	60		10,000 00	1853	5,243 12			5,243 12
						1854	4,756 88			4,756 88
						1858	31 32	31 32		
To pay Charles L. Nelson for services as agent	May 19, 1864	13	580		308 00	1865	308 00			308 00
For extension and repair of breakwater at Burlington	June 23, 1866	14	71	1	27,672 20	1867	1,000 00	9 12		990 88

For improving the harbor at Burlington	Mar. 2, 1867	14	420	1	80,000 00	1868	55,500 00	25,000 00		30,500 00
						1869	61,181 32	15,000 00		46,181 32
						1870	35,019 60	15,000 00		20,019 60
	July 11, 1870	16	225	1	25,000 00					
	Mar. 3, 1871	16	540	1	30,000 00	1871	20,007 47	1,842 19		18,165 28
						1872	35,000 00		6,669 13	35,000 00
	June 10, 1872	17	372	1	30,000 00					
	Mar. 3, 1873	17	562	1	25,000 00	1873	20,000 00			20,000 00
						1874	29,145 99			29,145 99
	June 23, 1874	18	239	1	25,000 00					
	Mar. 3, 1875	18	458	1	25,000 00	1875	36,000 00			36,000 00
						1876	20,000 00			20,000 00
	Aug. 14, 1876	19	134	1	20,000 00	1877	11,000 00			11,000 00
						1878	14,000 00			14,000 00
	June 18, 1878	20	159	1	20,000 00	1879	15,000 00			15,000 00
	Mar. 3, 1879	20	364	1	15,000 00	1880	15,000 00			15,000 00
	June 14, 1880	21	180	1	10,000 00	1881	12,000 00			12,000 00
	Mar. 3, 1881	21	469	1	10,000 00	1882	13,181 44	181 44		13,000 00
Total					432,980 20		483,375 14	57,064 07	6,669 13	426,311 07
Hero Islands Channel.										
For deepening the channel to eight feet between the islands of North and South Hero, near Saint Albans, in Lake Champlain, Vermont	July 4, 1836	5	129	1	15,000 00	1836	1,500 00			1,500 00
	Mar. 3, 1837	5	188	1	6,000 00	1837	8,250 00			8,250 00
						1838	4,000 00			4,000 00
For continuing the improvement of the channel, between the North and South Hero Islands, Lake Champlain						1839	7,250 00			7,250 00
					21,000 00		21,000 00			21,000 00
Total										
Otter Creek.										
For the improvement of Otter Creek, Vermont, from Vergennes to its outlet on Lake Champlain	June 10, 1872	17	372	1	10,000 00	1873	2,500 00			2,500 00
						1874	7,500 00			7,500 00
	Mar. 3, 1875	18	458	1	5,000 00	1876	5,000 00			5,000 00
	June 18, 1878	20	159	1	8,000 00	1879	8.000 00			8,000 00
	Mar. 3, 1879	20	364	1	5,000 00					
	June 14, 1880	21	183	1	2,000 00	1881	5,500 00			5,500 00
	Mar. 3, 1881	21	472	1	2,000 00	1882	8,330 91	4,830 91		3,500 00
Total					32,000 00		36,830 91	4,830 91		32,000 00
Swanton Harbor.										
For the improvement of Swanton Harbor, Vermont	Mar. 3, 1873	17	561	1	15,000 00	1874	15,000 00			15,000 00
	June 23, 1874	18	239	1	8,000 00					
	Mar. 3, 1875	18	458	1	10,000 00	1875	8,000 00			8,000 00
						1876	10,000 00			10,000 00
	Aug. 14, 1876	19	134	1	2,000 00					
	June 18, 1878	20	159	1	20,000 00	1879	22,000 00			22,000 00
	Mar. 3, 1879	20	364	1	6,000 00	1880	6,000 00			6,000 00
	June 14, 1880	21	180	1	2,500 00	1881	1,000 00			1,000 00
	Mar. 3, 1881	21	469	1	2,500 00	1882	6,348 26	2,348 26		4,000 00
Total					66,000 00		68,348 26	2,348 26		66,000 00
VIRGINIA.										
Accotink Creek.										
For the improvement of Accotink Creek, Virginia	June 10, 1872	17	373	1	5,000 00	1873	5,000 00			5,000 00
*Appomattox River.**										
	Mar. 3, 1871	16	540	1	50,000 00					
						1872	40,000 00			40,000 00
	June 10, 1872	17	373	1	40,000 00					
	Mar. 3, 1873	17	563	1	30,000 00	1873	50,000 00			50,000 00

*See, also, "James and Appomattox Rivers," *post*.

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Appomattox River—Continued.										
For the improvement of the Appomattox River below Petersburg, Va						1874	$30,000 00			$30,000 00
	June 23, 1874	18	240	1	$30,000 00					
	Mar. 3, 1875	18	459	1	30,000 00	1875	30,000 00			30,000 00
						1876	30,000 00			30,000 00
	Aug. 14, 1876	19	135	1	30,000 00	1877	20,000 00			20,000 00
						1878	10,000 00			10,000 00
	June 18, 1878	20	152	1	30,000 00	1879	30,000 00			30,000 00
For improving Appomattox River	Mar. 3, 1879	20	364	1	20,000 00	1880	20,000 00			20,000 00
	June 14, 1880	21	185	1	20,000 00	1881	20,000 00			20,000 00
For improving Appomattox River, to be expended on the improvement of the river and harbor at Petersburg	Mar. 3, 1881	21	474	1	20,000 00	1882	20,000 00			20,000 00
Total					300,000 00		300,000 00			300,000 00
Archer's Hope River.										
For improving Archer's Hope River, Virginia	Mar. 3, 1881	21	481	1	5,000 00	1882	5,000 00			5,000 00
Aquia Creek.										
For the improvement of Aquia Creek, Virginia	June 10, 1872	17	373	1	1,500 00					
	Mar. 3, 1873	17	563	1	2,000 00	1873	600 00			600 00
For completing the improvement	Mar. 3, 1875	18	459	1	2,000 00	1875	4,900 00			4,900 00
	June 18, 1878	20	152	1	5,000 00	1879	5,000 00			5,000 00
Total					10,500 00		10,500 00			10,500 00
Blackwater River.										
For improving Blackwater River, Virginia	June 18, 1878	20	156	1	5,000 00	1879	5,000 00			5,000 00
	Mar. 3, 1879	20	364	1	2,500 00	1880	2,500 00			2,500 00
	June 14, 1880	21	185	1	3,500 00	1881	3,500 00			3,500 00
	Mar. 3, 1881	21	474	1	1,500 00	1882	1,490 36			1,490 36
Total					12,500 00		12,490 36			12,490 36
Balance									$9 64	
Chickahominy River.										
For improving Chickahominy River, Virginia	June 18, 1878	20	156	1	5,000 00	1879	5,000 00			5,000 00
	Mar. 3, 1879	20	365	1	1,000 00					
	June 14, 1880	21	185	1	2,000 00	1881	3,000 00			3,000 00
	Mar. 3, 1881	21	474	1	2,000 00	1882	500 00			500 00
Total					10,000 00		8,500 00			8,500 00
Balance									1,500 00	
Dan River.										
Virginia and North Carolina. See "Miscellaneous," *post.*										
Elizabeth River.										
For making a survey of Deep Creek or branch of the South Branch of Elizabeth River, for the purpose of improving the navigation of the same, and an estimate of the cost	Mar. 2, 1829	4	347		80 00	1829	80 00			24 10
						1831		$55 90	55 90	
	Mar. 3, 1873	17	563	1	15,000 00	1874	15,000 00			15,000 00
	June 23, 1874	18	240	1	10,000 00					
	Mar. 3, 1875	18	459	1	5,000 00	1875	12,000 00			12,000 00

For the improvement of the South Branch of Elizabeth River, Virginia						1876	3,000 00				3,000 00
	Aug. 14, 1876	19	135	1	5,000 00	1877	2,000 00				2,000 00
						1878	3,000 00				3,000 00
	June 18, 1878	20	153	1	5,000 00	1879	5,000 00				5,000 00
Total					40,080 00		40,080 00	55 90	55 90		40,024 10
Hampton River.											
For improving Hampton River, Virginia	June 18, 1878	20	156	1	10,000 00	1879	6,000 00				6,000 00
	Mar. 3, 1879	20	365	1	2,000 00	1880	6,000 00				6,000 00
Total					12,000 00		12,000 00				12,000 00
*James and Appomattox Rivers.**											
For a survey of the James River, with the view of improving the harbor of Richmond	July 4, 1836	5	130		500 00	1836	500 00				500 00
For the improvement of the James and Appomattox Rivers below the cities of Richmond and Petersburg	Aug. 30, 1852	10	57		45,000 00	1853	2,500 00				2,500 00
						1854	21,000 00				21,000 00
						1855	21,500 00				21,231 89
						1856		16	16		
						1859		267 95	267 95		
For the improvement of James River, in Virginia, and the removal of bars and obstructions from Richmond to and including Harrison's Bar, below the junction of the James and Appomattox Rivers	July 11, 1870	16	226		50,000 00						
For the improvement of James River below Richmond	Mar. 3, 1871	16	540		50,000 00	1871	50,000 00				50,000 00
						1872	30,000 00				30,000 00
For the improvement of the James River	June 10, 1872	17	373	1	50,000 00						
	Mar. 3, 1873	17	563	1	75,000 00	1873	30,000 00				30,000 00
						1874	95,000 00				95,000 00
	June 23, 1874	18	240	1	50,000 00						
	Mar. 3, 1875	18	459	1	50,000 00	1875	85,000 00				85,000 00
						1876	35,000 00				35,000 00
	Aug. 14, 1876	19	134	1	60,000 00	1877	45,000 00				45,000 00
						1878	15,000 00				15,000 00
	June 18, 1878	20	152	1	70,000 00	1879	70,000 00				70,000 00
	Mar. 3, 1879	20	364	1	75,000 00	1880	65,000 00				65,000 00
	June 14, 1880	21	185	1	75,000 00	1881	67,500 00				67,500 00
	Mar. 3, 1881	21	474	1	60,000 00	1882	77,500 00				77,500 00
Total					710,500 00		710,500 00	268 11	268 11		710,231 89
Mattaponi River.											
For improving Mattaponi River, Virginia	June 14, 1880	21	191	1	2,500 00	1881	2,500 00				2,500 00
	Mar. 3, 1881	21	474	1	3,300 00	1882	3,300 00				3,300 00
Total					5,800 00		5,800 00				5,800 00
Nansemond River.											
For the improvement of Nansemond River, Virginia	Mar. 3, 1873	17	564	1	15,000 00	1873	2,500 00				2,500 00
						1874	12,500 00				12,500 00
	June 23, 1874	18	240	1	10,000 00						
	Mar. 3, 1875	18	459	1	5,000 00	1875	12,000 00				12,000 00
						1876	3,000 00				3,000 00
	Aug. 14, 1876	19	135	1	5,000 00	1877	2,000 00				2,000 00
						1878	3,000 00				3,000 00
For completing the improvement	June 18, 1878	20	153	1	2,000 00	1879	1,000 00				1,000 00
						1880	1,000 00				1,000 00
Total					37,000 00		37,000 00				37,000 00
Neabsco Creek.											
For improving Neabsco Creek, Virginia	Mar. 3, 1881	21	480	1	5,000 00	1882	5,000 00				5,000 00
New River.											
Virginia and West Virginia. See "Miscellaneous," *post.*											

*See, also, "Appomattox River," *ante.*

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Nomoni Creek.										
For the improvement of the mouth of Nomoni Creek, Virginia	Mar. 3, 1873	17	563	1	$10,000 00	1873	$2,500 00			$2,500 00
						1874	7,500 00			7,500 00
	June 23, 1874	18	240	1	6,000 00					
	Mar. 3, 1875	18	459	1	5,000 00	1875	8,000 00			8,000 00
						1876	3,000 00			3,000 00
	Mar. 3, 1879	20	364	1	2,500 00	1880	2,500 00			2,500 00
	June 14, 1880	21	185	1	5,000 00	1881	5,000 00			5,000 00
	Mar. 3, 1881	21	474	1	2,000 00	1882	2,000 00			2,000 00
Total					30,500 00		30,500 00			30,500 00
Norfolk Harbor.										
For the improvement of the harbor at Norfolk, Virginia	Aug. 14, 1876	19	136	1	35,000 00	1877	5,000 00			5,000 00
						1878	30,000 00			30,000 00
For improving harbor at Norfolk and its approaches	June 18, 1878	20	153	1	50,000 00	1879	30,000 00			30,000 00
	Mar. 3, 1879	20	364	1	75,000 00	1880	75,000 00			75,000 00
	June 14, 1880	21	181	1	50,000 00	1881	55,000 00			55,000 00
	Mar. 3, 1881	21	470	1	75,000 00	1882	54,798 07	$9,732 90		45,065 17
Total					285,000 00		249,798 07	9,732 90		240,065 17
Balance									$44,934 83	
North Landing River. Virginia and North Carolina. See "Miscellaneous," *post.*										
Nottoway River.										
For improving Nottoway River, Virginia	June 14, 1880	21	186	1	5,000 00					
	Mar. 3, 1881	21	474	1	2,000 00	1882	7,000 00			7,000 00
Total					7,000 00		7,000 00			7,000 00
Occoquan River.										
For the improvement of the mouth of Occoquan River, Virginia	Mar. 3, 1873	17	563	1	5,000 00	1874	5,000 00			5,000 00
	June 23, 1874	18	240	1	5,000 00					
	Mar. 3, 1875	18	459	1	5,000 00	1875	7,000 00			7,000 00
						1876	3,000 00			3,000 00
For completing the improvement	June 18, 1878	20	152	1	10,000 00	1879	6,000 00			6,000 00
						1880	4,000 00			4,000 00
Total					25,000 00		25,000 00			25,000 00
Onancock Harbor.										
For improving Onancock Harbor, Virginia	Mar. 3, 1879	20	371	1	3,000 00	1880	3,000 00			3,000 00
For improving harbor at Onancock; continuing improvement	June 14, 1880	21	181	1	5,000 00	1881	5,000 00			5,000 00
Total					8,000 00		8,000 00			8,000 00
Pagan Creek.										
For improving Pagan Creek, Virginia	June 14, 1880	21	190	1	5,000 00					
	Mar. 3, 1881	21	474	1	5,000 00	1882	9,944 47			9,944 47
Total					10,000 00		9,944 47			9,944 47
Balance									55 53	

Pamunkey River.											
For improving Pamunkey River, Virginia	June 14, 1880	21	191	1	2,500 00						
	Mar. 3, 1881	21	474	1	2,500 00	1881	3,500 00				3,500 00
						1882	1,500 00				1,500 00
Total					5,000 00		5,000 00				5,000 00
Potomac River, at Mount Vernon.											
For dredging a channel in the Potomac River through the flats in front of the landing at Mount Vernon	Mar. 3, 1879	20	372	1	4,000 00	1880	4,000 00				4,000 00
	June 14, 1880	21	185	1	3,000 00	1881	3,000 00				3,000 00
	Mar. 3, 1881	21	474	1	1,500 00	1882	1,500 00				1,500 00
Total					8,500 00		8,500 00				8,500 00
Rappahannock River.											
For a survey of the Rappahannock River, Virginia	Aug. 30, 1852	10	59		3,000 00	1853	400 00				400 00
						1854	1,500 00				1,500 00
						1855	1,100 00				919 18
						1867		180 82			
						1868			180 82		
For improvement of the Rappahannock River	Mar. 3, 1871	16	540	1	15,000 00	1872	15,000 00				15,000 00
For the improvement of the Rappahannock River, below Fredericksburg	June 10, 1872	17	373	1	15,000 00						
	Mar. 3, 1873	17	563	1	15,000 00	1873	15,000 00				15,000 00
						1874	10,000 00				10,000 00
	June 23, 1874	18	240	1	7,000 00						
For the improvement of the Rappahannock River	Mar. 3, 1875	18	459	1	5,000 00	1875	9,000 00				9,000 00
						1876	8,000 00				8,000 00
	Aug. 14, 1876	19	134	1	10,000 00	1877	10,000 00				10,000 00
	June 18, 1878	20	152	1	13,500 00	1879	13,500 00				13,500 00
	Mar. 3, 1879	20	364	1	10,000 00	1880	5,000 00				5,000 00
	June 14, 1880	21	185	1	25,000 00	1881	16,000 00				16,000 00
	Mar. 3, 1881	21	475	1	15,000 00	1882	29,000 00				29,000 00
Total					133,500 00		133,500 00	180 82	180 82		133,319 18
Staunton River.											
For improving Staunton River, Virginia	Mar. 3, 1879	20	371	1	5,000 00	1880	5,000 00				5,000 00
	June 14, 1880	21	185	1	7,500 00	1881	4,000 00				4,000 00
	Mar. 3, 1881	21	475	1	5,000 00	1882	8,500 00				8,500 00
Total					17,500 00		17,500 00				17,500 00
Totusky River.											
For improving Totusky River, Virginia	June 14, 1880	21	191	1	2,500 00	1881	500 00				500 00
	Mar. 3, 1881	21	475	1	2,500 00						
Total					5,000 00		500 00				500 00
Balance									4,500 00		
Urbana Creek.											
For improving Urbana Creek, Virginia	Mar. 3, 1879	20	371	1	5,000 00	1880	5,000 00				5,000 00
	June 14, 1880	21	185	1	2,500 00	1881	1,000 00				1,000 00
	Mar. 3, 1881	21	475	1	4,000 00	1882	5,500 00				5,500 00
Total					11,500 00		11,500 00				11,500 00
York River.											
For improving York River at West Point, Virginia	June 14, 1880	21	191	1	10,000 00	1881	10,000 00				10,000 00
	Mar. 3, 1881	21	475	1	25,000 00	1882	25,000 00				25,000 00
Total					35,000 00		35,000 00				35,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
WASHINGTON TERRITORY.										
Cowlitz River.										
For improving Cowlitz River, Washington Territory	June 14, 1880	21	191	1	$2,000 00	1881	$2,000 00			$2,000 00
	Mar. 3, 1881	21	481	1	1,000 00	1882	1,000 00			1,000 00
Total					3,000 00		3,000 00			3,000 00
Skagit River.										
For improving Skagit River, Washington Territory	June 18, 1880	21	190	1	2,500 00	1881	2,500 00			2,500 00
WEST VIRGINIA.										
Elk River.										
For the improvement of Elk River, West Virginia	June 18, 1878	20	157	1	5,000 00	1879	2,750 00			2,750 00
						1880	2,250 00			2,250 00
	June 14, 1880	21	185	1	5,000 00	1881	5,000 00			5,000 00
	Mar. 3, 1881	21	471	1	5,000 00	1882	5,000 00			5,000 00
Total					15,000 00		15,000 00			15,000 00
Great Kanawha River.	Mar. 3, 1873	17	560	1	25,000 00	1873	5,000 00			5,000 00
						1874	20,000 00			20,000 00
For the improvement of Great Kanawha River, West Virginia	June 23, 1874	18	240	1	25,000 00					
	Mar. 3, 1875	18	458	1	300,000 00	1875	30,000 00			30,000 00
						1876	50,000 00			50,000 00
For the improvement of the Great Kanawha River, including the purchase of, and full payment for, sites for dams and locks, between the Great Falls and the Ohio River, not exceeding $15,000	Aug. 3, 1876	19	134	1	270,000 00	1877	100,000 00			100,000 00
						1878	195,000 00			195,000 00
For improving Great Kanawha River	June 18, 1878	20	152	1	222,000 00	1879	175,000 00			175,000 00
	Mar. 3, 1879	20	364	1	150,000 00	1880	365,000 00			365,000 00
For improving Great Kanawha River and operation of works	June 14, 1880	21	185	1	200,000 00	1881	142,000 00			142,000 00
	Mar. 3, 1881	21	475	1	200,000 00	1882	200,000 00			200,000 00
Total					1,392,000 00		1,282,000 00			1,282,000 00
Balance									$110,000 00	

NOTE.—The act of March 3, 1879 (20 Statutes, 370), provides, "That the sum of $5,000 appropriated by act June 18, 1878 (20 Statutes, 157), is directed to be expended in the removal of obstructions to open navigation from Braxton Court-House to the mouth of Big Sandy: *Provided, however,* That not exceeding $500 thereof may be expended for the improvement of steamboat navigation at Jarrett's Ford, but in no way to obstruct navigation by boats and rafts."

NOTE.—The act of June 10, 1879 (21 Statutes, 8), provides, "That such parts of the moneys heretofore appropriated by the act of March 3, 1879 (20 Statutes, 364), of which this is amendatory, for the improvement of the Great Kanawha River, in West Virginia, and the Kentucky River, in the State of Kentucky, as may be necessary in the prosecution of said improvements as undertaken, may be expended in the purchase, voluntary or by condemnation, as the case may be, of such sites as are necessary in the prosecution of said improvements: *Provided,* That such expenditure shall be under the direction of the Secretary of War: *And provided further,* That if the owners of such lands or sites shall refuse to sell the same at reasonable prices, then the prices to be paid shall be determined and the title and jurisdiction procured in the manner prescribed by the laws of the State in which such lands or sites are situated.

Guyandotte River.										
For improving Guyandotte River, West Virginia	June 18, 1878	20	156	1	2,000 00	1879	2,000 00			2,000 00
	Mar. 3, 1879	20	368	1	1,000 00	1880	1,000 00			1,000 00
	June 14, 1880	21	185	1	2,000 00	1881	2,000 00			2,000 00
	Mar. 3, 1881	21	475	1	3,500 00	1882	2,100 00			2,100 00
Total					8,500 00		7,100 00			7,100 00
Balance									1,400 00	
Little Kanawha River.										
For removal of Beaver and Nailor Bend rocks, and for cleaning out snags and fallen trees in the Little Kanawha, West Virginia	Aug. 14, 1876	19	134	1	7,300 00	1878	7,300 00			7,300 00
For improving, dredging, removing obstructions, and for wing-dams, if required, Little Kanawha River	June 18, 1878	20	155	1	18,000 00	1879	10,000 00			10,000 00
	Mar. 3, 1879	20	368	1	18,000 00	1880	26,000 00			26,000 00
For improving Little Kanawha River, building additional lock and dam	June 14, 1880	21	191	1	15,000 00	1881	5,000 00			5,000 00
For improving Little Kanawha River: *Provided*, That no tolls shall be collected by the Little Kanawha Navigation Company for that part of the river improved by the general government	Mar. 3, 1881	21	475	1	40,000 00	1882	35,000 00			35,000 00
Total					98,300 00		83,300 00			83,300 00
Balance									15,000 00	
Monongahela River. West Virginia and Pennsylvania. See "Miscellaneous," *post.*										
New River. West Virginia and Virginia. See "Miscellaneous," *post.*										
Ohio River. West Virginia and Ohio. See "Miscellaneous," *post.*										
Shenandoah River.										
For improving Shenandoah River, West Virginia	June 14, 1880	21	192	1	15,000 00	1881	500 00			187 80
For improving Shenandoah River, $2,500; but this sum shall not be expended, nor shall the sum heretofore appropriated therefor be expended, until any corporate rights or franchises that may exist over said river shall have been relinquished to the United States to the satisfaction of the Secretary of War	Mar. 3, 1881	21	471	1	2,500 00	1882		$312 20		
Total					17,500 00		500 00	312 20		187 80
Balance									17,312 20	
WISCONSIN.										
Ahnapee Harbor.										
For the improvement of Ahnapee Harbor, Wisconsin	Mar. 3, 1871	16	538	1	25,000 00	1872	25,000 00			25,000 00
	June 10, 1872	17	370	1	25,000 00	1873	25,000 00			25,000 00
	Mar. 3, 1875	18	456	1	25,000 00	1875	5,000 00			5,000 00
						1876	20,000 00			20,000 00
	Aug. 3, 1876	19	133	1	8,000 00	1877	4,000 00			4,000 00
						1878	4,000 00			4,000 00
	June 18, 1878	20	155	1	8,000 00	1879	8,000 00			8,000 00
	Mar. 3, 1879	20	368	1	7,000 00	1880	5,000 00			5,000 00
	June 14, 1880	21	183	1	7,000 00					
	Mar. 3, 1881	21	472	1	8,000 00	1881	10,000 00			10,000 00
						1882	7,000 00			7,000 00
Total					113,000 00		113,000 00			113,000 00
Chippewa River.										
For the improvement of the Chippewa River, Wisconsin	Aug. 14, 1876	19	137	1	10,000 00	1877	5,000 00			5,000 00
						1878	5,000 00			5,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Chippewa River—Continued.										
For completing and protecting wing-dams and jetties now in course of construction upon the Chippewa River, in Wisconsin, in and near its mouth and below the lower point of Beef Island, $10,000: *Provided*, That nothing herein shall be construed, nor shall any expenditure of this appropriation be made so as to affect existing legal or equitable rights in or upon the said Chippewa River or its branches, whether such rights arise under the laws of the United States or the State of Wisconsin	June 18, 1878	20	158	1	$10,000 00	1879	$10,000 00	.....	.....	$10,000 00
For the protection of the high sand banks on the Chippewa River, to prevent their erosion and deposition in the Mississippi River, $8,000: *Provided*, That nothing shall be done, nor shall any improvement be made on the said Chippewa River, under or in pursuance of this act or the appropriation hereby made, which shall, directly or indirectly, prevent, interfere with, or obstruct the free navigation of the said river, as heretofore, by steamboats, or other water craft, or the free use thereof, as heretofore, for the running, floating, guiding, or sheering of loose logs, or rafts of lumber, or logs, upon or down the same, or which shall, directly or indirectly, prevent, obstruct, or interfere with the use of any slough, arm, or branch of the said river, as heretofore, for the holding, assorting, or rafting of logs therein	Mar. 3, 1879	20	372	1	8,000 00	1880	8,000 00	.....	.....	8,000 00
For continuing the improvement of the Chippewa River, subject to the same conditions and limitations imposed by section 1 of the act approved March 3, 1879, for the improvement of rivers and harbors, relating to said Chippewa River.	June 14, 1880	21	189	1	10,000 00	1881	5,000 00	.....	.....	5,000 00
	Mar. 3, 1881	21	473	1	10,000 00	1882	15,000 00	.....	.....	15,000 00
Total	.....	....	.....	.....	48,000 00	....	48,000 00	.....	.....	48,000 00
NOTE.—The act of June 19, 1879 (21 Statutes, 23), authorizes the Secretary of War, in his discretion, to apply and use for the completion and protection of the wing-dams, jetties, and other improvements of the Chippewa River, State of Wisconsin, located at and near the mouth of said river, so much of the moneys appropriated by act of Congress, approved March 3, 1879, "For the protection of the high sand banks on the Chippewa River," &c., as may be required for such purpose herein provided. * * * *										
Fox and Wisconsin Rivers.										
For the improvement of the Wisconsin River, Wisconsin	July 11, 1870	16	225	1	100,000 00	1871	15,000 00	.....	.....	15,000 00
	.....	....	.....	.....	.....	1872	33,000 00	.....	.....	33,000 00
For the improvement of the Fox and Wisconsin Rivers	Mar. 3, 1873	17	560	1	300,000 00	1873	152,000 00	.....	.....	152,000 00
	.....	....	.....	.....	.....	1874	200,000 00	.....	.....	200,000 00
To pay the expenses incurred on the part of the United States in the arbitration had between the United States and the Green Bay and Mississippi Canal Company	June 10, 1872	17	367	1	13,713 97	1872	13,713 97	.....	.....	13,713 97
	.....	....	.....	.....	.....	1873	6,713 97	$6,713 97	.....	.....
For payment to the Green Bay and Mississippi Canal Company for so much of all and singular its property and rights of property in and to the line of water communication between the Wisconsin River and the mouth of the Fox River, including its locks, dams, canals, and franchises, as were, under the act of Congress for the improvement of water communication between the Mississippi River and Lake Michigan by the Wisconsin and Fox Rivers, approved July 7, 1870, reported by the Secretary of War to be needed in his communication to the House of Representatives dated March 8, 1872	June 10, 1872	17	370	1	145,000 00	1873	145,000 00	.....	.....	144,798 35
	.....	....	.....	.....	.....	1874	.....	201 65	.....	.....

For continuing the improvement of the Fox and Wisconsin Rivers, $300,000; not exceeding $25,000 of the above may be used for the purchase of such real estate as may be required, for the right of way, or for flowing, in the completion of the Fox and Wisconsin improvement	June 23, 1874	18	237	1	300,000 00						
For the improvement of the Fox and Wiscousin Rivers	Mar. 3, 1875	18	456	1	500,000 00	1875	375,000 00		$201 65	375,000 00
						1876	375,000 00			375,000 00
	Aug. 14, 1876	19	136	1	270,000 00	1877	220,000 00			220,000 00
						1878	75,000 00			75,000 00
	June 18, 1878	20	156	1	250,000 00	1879	200,000 00			200,000 00
	Mar. 3, 1879	20	368	1	150,000 00	1880	225,000 00			225,000 00
For continuing improvement, $125,000; of which $50,000 shall be expended in continuing the improvement of the Wisconsin, and $75,000 for continuing the improvement of the Fox River, of which last sum $3,000 may, in the discretion of the engineers, be expended at the mouth of Fond du Lac	June 14, 1880	21	189	1	125,000 00	1881	125,000 00			125,000 00
For payment of J. Volney Sweeting, S. R. Rood, and J. C. Thompson, $810 each; Eli Stilson, James H. Foster, and David M. Green, $710 each; and Miles T. Alverson, $450; in all $5,010, for services rendered by them as commissioners appointed pursuant to an act of Congress approved March 3, 1875, to appraise damages to lands in the State of Wisconsin caused by the improvement of the Fox and Wisconsin Rivers.	June 16, 1880	21	248	1	5,010 00	1881	5,010 00			5,010 00
For improving Fox and Wisconsin Rivers; of which $50,000 shall be expended in continuing the improvement of the Wissin River, and $75,000 for continuing the improvement of the Fox River	Mar. 3, 1881	21	480	1	125,000 00	1882	110,000 00			110,000 00
Total					2,283,723 97		2,275,437 94	6,915 62	201 65	2,268,522 32
Balance									15,000 00	
Green Bay Harbor.										
For the improvement of the harbor at Green Bay, mouth of Fox River, Wisconsin	June 23, 1866	14	73	1	30,500 00					
	Mar. 2, 1867	14	419	1	45,000 00	1867	22,000 00			22,000 00
						1868	35,000 00			35,000 00
						1869	15,000 00			15,000 00
						1870	3,196 70			3,196 70
	July 11, 1870	16	223	1	17,500 00					
	Mar. 3, 1871	16	538	1	17,500 00	1871	17,603 30			17,603 30
						1872	17,700 00			17,700 00
For the improvement of Green Bay Harbor, Wisconsin	Mar. 3, 1873	17	560	1	20,000 00	1873	10,000 00			10,000 00
						1874	10,000 00			10,000 00
	June 23, 1874	18	237	1	10,000 00					
	Mar. 3, 1875	18	456	1	10,000 00	1875	10,000 00			10,000 00
						1876	10,000 00			10,000 00
	Aug. 3, 1876	19	133	1	8,000 00	1877	8,000 00			8,000 00
	June 18, 1878	20	155	1	5,000 00	1879	5,000 00			5,000 00
	Mar. 3, 1879	20	368	1	4,000 00	1880	4,000 00			4,000 00
	June 14, 1880	21	183	1	6,000 00					
	Mar. 3, 1881	21	472	1	5,000 00	1881	9,000 00			9,000 00
						1882	2,000 00			2,000 00
Total					178,500 00		178,500 00			178,500 00
Kenosha Harbor (formerly Southport).										
For the construction of a harbor at the town of Southport (now Kenosha), in the Territory of Wisconsin	June 15, 1844	5	668	1	12,500 00	1844	500 00			500 00
						1845	12,000 00			12,000 00
For the purpose of aiding in the completion of the harbor already commenced at the town of Southport	Mar. 3, 1845	5	748		15,000 00	1846	15,000 00			15,000 00
	Aug. 30, 1852	10	58		10,000 00	1853	8,048 86			4,788 96
						1854	35 93	3,295 83		
						1855	5,211 04	5 83	5 83	5,205 21
	June 23, 1866	14	72		75,461 41	1867	35,000 00			35,000 00
						1868	37,006 46			37,006 46
						1869	3,000 00			3,000 00
						1870	27 06			27 06
	July 11, 1870	16	223		10,000 00					
For continuing the improvement of the harbor of Kenosha (formerly Southport), Wisconsin	Mar. 3, 1871	16	538		10,000 00	1871	5,000 33			5,000 33
						1872	10,427 56			10,427 56

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
***Kenosha Harbor* (*formerly Southport*)—Continued.**										
	June 10, 1872	17	370	1	$10,000 00	1873	$15,000 00			$15,000 00
	June 23, 1874	18	237	1	10,000 00					
	Mar. 3, 1875	18	456	1	15,000 00	1875	25,000 00			25,000 00
	Aug. 3, 1876	19	136	1	8,000 00	1877	5,150 00			5,150 00
						1878	2,850 00			2,850 00
	June 18, 1878	20	155	1	8,000 00	1879	8,000 00			8,000 00
	Mar. 3, 1879	20	368	1	5,000 00	1880	5,000 00			5,000 00
	June 14, 1880	21	183	1	5,000 00	1881	5,000 00			5,000 00
	Mar. 3, 1881	21	472	1	5,000 00	1882	5,000 00			5,000 00
Total					198,961 41		202,257 24	$3,301 66	$5 83	198,955 58
Kewanee Harbor.										
For improving Kewanee Harbor, Wisconsin	Mar. 3, 1881	21	480	1	5,000 00	1882	5,000 00			5,000 00
Manitowoc Harbor.										
	Aug. 30, 1852	10	58		8,000 00	1853	39 13			39 13
						1854	5,169 74			5,169 74
						1855	2,791 13			2,791 13
	June 23, 1866	14	73	1	52,000 00					
	Mar. 2, 1867	14	419	1	45,000 00	1867	45,000 00			45,000 00
						1868	35,006 07			35,006 07
						1869	16,500 00			16,500 00
						1870	72 08	8 17		63 91
For the improvement of the harbor of Manitowoc, Wisconsin.	July 11, 1870	16	223	1	20,000 00					
	Mar. 3, 1871	16	538	1	11,000 00	1871	20,030 02			20,030 02
	Mar. 3, 1873	17	560	1	20,000 00	1873	11,400 00			11,400 00
						1874	20,000 00			20,000 00
	June 23, 1874	18	237	1	10,000 00					
	Mar. 3, 1875	18	456	1	10,000 00	1875	10,000 00			10,000 00
						1876	10,000 00			10,000 00
	Aug. 3, 1876	19	135	1	8,000 00	1877	8,000 00			8,000 00
	June 18, 1878	20	155	1	15,000 00	1879	15,000 00			15,000 00
	Mar. 3, 1879	20	368	1	6,500 00	1880	3,000 00			3,000 00
	June 14, 1880	21	183	1	7,000 00	1881	10,500 00			10,500 00
	Mar. 3, 1881	21	472	1	4,000 00	1882	4,000 00			4,000 00
Total					216,500 00		216,508 17	8 17		216,500 00
Menomonee Harbor.										
Wisconsin and Michigan. See "Miscellaneous," *post.*										
Milwaukee Harbor.										
For the survey of the mouth of Milwaukee River, on Lake Michigan, to determine the practicability of making a harbor by deepening the channel	July 4, 1836	5	131		400 00	1836	400 00			
						1837		400 00		
						1838			400 00	
For the construction of a harbor at the most suitable situation at or near Milwaukee, to be made under the survey of an officer to be appointed by the Secretary of War	Mar. 3, 1843	5	619		15,000 00	1843	3,000 00			3,000 00
	Mar. 3, 1343	5	619		15,000 00					
For continuing the works at the harbor at Milwaukee	June 11, 1844	5	662		20,000 00	1844	27,000 00	353 94		26,646 06
						1845	19,534 00			19,534 00
						1846	656 00			656 00
For continuing the improvement of the harbor of Milwaukee, Wisconsin, to be expended at the point on the Milwaukee River, known as the "North Cut," surveyed by Lieutenant Centre	Aug. 30, 1852	10	58		15,000 00					

For harbor at Milwaukee	Mar. 3, 1853	10	184	.....	163 94	1853	6,073 33	.....	163 94	6,073 33
	.....	.....	.....	.....	.....	1854	8,446 88	4,055 27	.....	4,391 61
	.....	.....	.....	.....	.....	1855	4,699 00	.....	.....	4,699 00
	.....	.....	.....	.....	.....	1857	260 58	260 58	.....	.....
For improvement of harbor at Milwaukee	June 23, 1866	14	73	.....	48,283 51	1868	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1869	20,000 00	.....	.....	20,000 00
	.....	.....	.....	.....	.....	1870	18,042 40	39 00	.....	18,003 40
	July 11, 1870	16	223	.....	40,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	538	.....	38,000 00	1871	5,005 17	.....	.....	5,005 17
	.....	.....	.....	.....	.....	1872	58,274 94	.....	.....	58,274 94
	Mar. 3, 1873	17	560	1	10,000 00	1873	25,000 00	.....	.....	25,000 00
	June 23, 1874	18	242	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	456	1	25,000 00	1875	15,000 00	.....	.....	15,000 00
	.....	.....	.....	.....	.....	1876	20,000 00	.....	.....	20,000 00
	Aug. 3, 1876	19	136	1	26,000 00	1877	15,000 00	.....	.....	15,000 00
	.....	.....	.....	.....	.....	1878	11,000 00	.....	.....	11,000 00
	June 18, 1878	20	155	1	15,000 00	1879	15,000 00	.....	.....	15,000 00
	Mar. 3, 1879	20	368	1	7,500 00	1880	7,500 00	.....	.....	7,500 00
	June 14, 1880	21	183	1	10,000 00	.....	.....	.....	.....	.....
For improving Milwaukee Bay, for purposes of harbor of refuge	Mar. 3, 1881	21	473	1	100,000 00	1881	10,500 00	.....	.....	10,500 00
For improving harbor at Milwaukee, extension and repairs of piers and dredging	Mar. 3, 1881	21	472	1	8,000 00	1882	97,500 00	.....	.....	97,500 00
Total	.....	.....	.....	.....	403,347 45	.....	397,892 30	5,108 79	563 94	392,783 51
Balance	.....	.....	.....	.....	.....	.....	.....	.....	10,000 00	
Mississippi River.										
Wisconsin and Iowa. See "Miscellaneous," *post.*										
Neenah River.										
For the further survey and estimate of the cost of improving the navigation of the Neenah and Wisconsin Rivers, and connecting the same by a navigable canal or water communication	Mar. 3, 1839	5	328	1	2,000 00	1839	2,000 00	.....	.....	1,844 79
	.....	.....	.....	.....	.....	1852	.....	155 21	.....	.....
	.....	.....	.....	.....	.....	1853	.....	.....	155 21	.....
For placing buoys at the mouth of Neenah River, at the head of Green Bay, to mark the channel thereof	Mar. 3, 1839	5	330	.....	500 00	1841	500 00	.....	.....	500 00
Total	.....	.....	.....	.....	2,500 00	.....	2,500 00	155 21	155 21	2,344 79
Oconto Harbor.										
For improving harbor at Oconto, Wis	Mar. 3, 1881	21	472	1	10,000 00	.....	.....	.....	.....	.....
Balance	.....	.....	.....	.....	.....	.....	.....	.....	10,000 00	
Port Washington Harbor.										
For the improvement of Port Washington Harbor, Wisconsin	July 11, 1870	16	223	1	15,000 00	1871	7,500 00	.....	.....	7,500 00
	Mar. 3, 1871	16	538	1	15,000 00	1872	22,500 00	.....	.....	22,500 00
	June 10, 1872	17	370	1	15,000 00	....	.....	.....	.....	.....
	Mar. 3, 1873	17	560	1	15,000 00	1873	15,000 00	.....	.....	15,000 00
	.....	.....	.....	.....	.....	1874	15,000 00	.....	.....	15,000 00
	June 23, 1874	18	237	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	456	1	10,000 00	1875	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1876	10,000 00	.....	.....	10,000 00
	Aug. 3, 1876	19	135	1	8,000 00	1877	3,000 00	.....	.....	3,000 00
	.....	.....	.....	.....	.....	1878	5,000 00	.....	.....	5,000 00
	June 18, 1878	20	155	1	5,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1879	20	368	1	7,500 00	1879	7,000 00	.....	.....	7,000 00
	.....	.....	.....	.....	.....	1880	5,500 00	.....	.....	5,500 00
	June 14, 1880	21	183	1	20,000 00	1881	20,000 00	.....	.....	20,000 00
	Mar. 3, 1881	21	472	1	17,000 00	1882	17,000 00	.....	.....	17,000 00
Total	.....	.....	.....	.....	137,500 00	.....	137,500 00	.....	.....	137,500 00
Racine Harbor.										
To aid in the completion of a harbor already commenced by the citizens of the town of Racine at the mouth of the Root River, in the Territory of Wisconsin	June 15, 1844	5	668	1	12,500 00	1845	12,500 00	.....	.....	12,500 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditure.
***Racine Harbor*—Continued.**										
	Aug. 30, 1852	10	58	.....	$10,000 00	1853	$48 86	.....	.....	$48 86
	.....	.....	.....	.....	.....	1854	8,035 93	$1,963 09	.....	6,072 84
	.....	.....	.....	.....	.....	1855	3,878 30	1 67	$1 67	3,876 63
	June 23, 1866	14	73	.....	23,910 00	.....	.....	.....	.....	.....
	Mar. 2, 1867	14	419	.....	45,000 00	1867	24,500 00	.....	.....	24,500 00
	.....	.....	.....	.....	.....	1868	35,000 23	.....	.....	35,000 23
	.....	.....	.....	.....	.....	1869	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1870	4,107 10	.....	.....	4,107 10
	July 11, 1870	16	223	.....	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	538	.....	10,000 00	1871	507 19	.....	.....	507 19
For continuing the improvement of the harbor of Racine....	.....	.....	.....	.....	.....	1872	19,795 48	.....	.....	19,795 48
	Mar. 3, 1873	17	560	1	20,000 00	1874	20,000 00	.....	.....	20,000 00
	June 23, 1874	18	237	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	456	1	10,000 00	1875	15,000 00	.....	.....	15,000 00
	.....	.....	.....	.....	.....	1876	5,000 00	.....	.....	5,000 00
	Aug. 3, 1876	19	138	1	8,000 00	1877	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1878	3,000 00	.....	.....	3,000 00
	June 18, 1878	20	155	1	10,000 00	1879	10,000 00	.....	.....	10,000 00
	Mar. 3, 1879	20	368	1	6,000 00	1880	6,000 00	.....	.....	6,000 00
	June 14, 1880	21	183	1	6,000 00	1881	6,000 00	.....	.....	6,000 00
	Mar. 3, 1881	21	472	1	6,000 00	1882	6,000 00	.....	.....	6,000 00
Total	.....	.....	.....	.....	187,410 00	.....	189,373 09	1,964 76	1 67	187,408 33
Rock River. Wisconsin and Illinois. See "Miscellaneous," *post.*										
Saint Croix River. Wisconsin and Minnesota. See "Miscellaneous," *post.*										
Sheboygan Harbor.										
	Aug. 30, 1852	10	58	.....	10,000 00	1853	48 86	.....	.....	48 86
	.....	.....	.....	.....	.....	1854	1,575 93	179 79	.....	1,396 14
	.....	.....	.....	.....	.....	1855	8,555 00	.....	.....	7,615 00
	.....	.....	.....	.....	.....	1857	5,199 30	6,139 30	.....	.....
	.....	.....	.....	.....	.....	1859	940 00	.....	.....	940 00
	June 23, 1866	14	73	1	47,598 91	.....	.....	.....	.....	.....
	Mar. 2, 1867	14	419	1	8,000 00	1867	27,000 00	.....	.....	27,000 00
	.....	.....	.....	.....	.....	1868	24,000 00	.....	.....	24,000 00
	.....	.....	.....	.....	.....	1869	3,000 00	.....	.....	3,000 00
	.....	.....	.....	.....	.....	1870	1,298 54	.....	.....	1,298 54
	July 11, 1870	16	223	1	15,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	538	1	15,000 00	1871	530 22	.....	.....	530 22
For the improvement of the harbor of Sheboygan, Wisconsin..	.....	.....	.....	.....	.....	1872	29,770 15	.....	.....	29,770 15
	June 10, 1872	17	370	1	18,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	560	1	10,000 00	1873	18,000 00	.....	.....	18,000 00
	.....	.....	.....	.....	.....	1874	10,000 00	.....	.....	10,000 00
	June 23, 1874	18	237	1	10,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	456	1	12,000 00	1875	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1876	12,000 00	.....	.....	12,000 00
	Aug. 3, 1876	19	135	1	6,000 00	1877	6,000 00	.....	.....	6,000 00
	June 18, 1878	20	155	1	4,000 00	1879	4,000 00	.....	.....	4,000 00
	Mar. 3, 1879	20	368	1	3,000 00	1880	2,000 00	.....	.....	2,000 00
For improving harbor of Sheboygan, repairs and dredging	June 14, 1880	21	183	1	7,000 00	1881	5,000 00	.....	.....	5,000 00

For repairs, dredging, and extension of piers	Mar. 3, 1881	21	472	1	25,000 00	1882	21,000 00			21,000 00
Total					190,598 91		189,918 00	6,319 09		183,598 91
Balance									7,000 00	
Southport Harbor.										
See "Kenosha Harbor," *ante.*										
Sturgeon Bay—Harbor of Refuge.										
For the improvment of the harbor of refuge at the entrance of the Sturgeon Bay Canal, Wisconsin	Mar. 3, 1873	17	562	1	40,000 00	1873	20,000 00			20,000 00
						1874	20,000 00			20,000 00
	June 23, 1874	18	237	1	10,000 00	1875	10,000 00			10,000 00
	June 18, 1878	20	155	1	30,000 00	1879	23,000 00			23,000 00
	Mar. 3, 1879	20	368	1	30,000 00	1880	20,000 00			20,000 00
						1881	17,000 00			17,000 00
For continuing the improvement of the harbor of refuge at entrance of Sturgeon Bay Canal: *Provided*, That said sum shall not be expended until any private or corporate right which may exist to impose charges for the use of said harbor shall have been relinquished in manner satisfactory to the Secretary of War	June 14, 1880	21	183	1	10,000 00					
For continuing the improvement	Mar. 3, 1881	21	472	1	10,000 00	1881	12,000 00			12,000 00
						1882	8,000 00			8,000 00
Total					130,000 00		130,000 00			130,000 00
Superior Bay.										
For the purpose of dredging out the bay of Superior, from the natural entrance to the docks of Superior and Duluth, and preserving both entrances from the lake thereto	Mar. 3, 1873	17	560	1	100,000 00	1873	20,364 00			20,364 00
						1874	79,636 00			79,636 00
For the improvement of the natural entrance to Superior Bay, Wisconsin	Aug. 3, 1876	19	133	1	3,000 00	1877	1,500 00			1,500 00
	June 18, 1878	20	155	1	3,000 00	1879	4,500 00			4,500 00
	Mar. 3, 1879	20	364	1	5,000 00	1880	1,000 00			1,000 00
For improving Superior Bay, dredging for improvement of natural entrance, and for repairing existing works	June 14, 1880	21	183	1	5,000 00	1881	4,000 00			4,000 00
	Mar. 3, 1881	21	472	1	10,000 00	1882	15,000 00			15,000 00
Total					126,000 00		126,000 00			126,000 00
Superior City Harbor.										
For improving the harbor at Superior City, Wisconsin	Mar. 2, 1867	14	419	1	63,000 00	1868	20,000 00			20,000 00
						1869	42,500 00			42,500 00
						1870	70 94	4 65		66 29
	July 11, 1870	16	223	1	40,000 00					
	Mar. 3, 1871	16	538	1	60,000 00	1871	10,507 18			10,507 18
						1872	89,926 53			89,926 53
	June 10, 1872	17	370	1	50,000 00	1873	50,000 00			50,000 00
Total					213,000 00		213,004 65	4 65		213,000 00
Two Rivers Harbor.										
For the improvement of Two Rivers Harbor, Wisconsin	Mar. 3, 1871	16	538		25,000 00	1872	25,000 00			25,000 00
	June 10, 1872	17	370	1	25,000 00					
	Mar. 3, 1873	17	560	1	25,000 00	1873	25,000 00			25,000 00
						1874	25,000 00			25,000 00
	June 23, 1874	18	237	1	15,000 00					
	Mar. 3, 1875	18	456	1	15,000 00	1875	15,000 00			15,000 00
						1876	15,000 00			15,000 00
	Aug. 3, 1876	19	133	1	5,000 00	1877	5,000 00			5,000 00
	June 18, 1878	20	155	1	10,000 00	1879	10,000 00			10,000 00
	Mar. 3, 1879	20	368	1	20,000 00	1880	15,000 00			15,000 00
	June 14, 1880	21	183	1	20,000 00	1881	25,000 00			25,000 00
	Mar. 3, 1881	21	472	1	15,000 00	1882	15,000 00			15,000 00
Total					175,000 00		175,000 00			175,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Winnebago Lake.										
For building a pier at the northern extremity of Winnebago Lake, in the Territory of Wisconsin	Mar. 3, 1839	5	330	.....	$500 00	1839	$500 00	.....	.....	$382 12
	.....	.....	.....	.....	.....	1852	.....	$117 88	.....	.....
	.....	.....	.....	.....	.....	1853	.....	.....	$117 88	.....
Total	.....	.....	.....	.....	500 00	.....	500 00	117 88	117 88	382 12
Wisconsin River.										
For building and operating one dredge or snag-boat on the Wisconsin River	Mar. 2, 1867	14	421	1	40,000 00	1867	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1868	30,000 00	.....	.....	30,000 00
	.....	.....	.....	.....	.....	1870	178 48	.....	.....	178 48
	.....	.....	.....	.....	.....	1871	4,199 28	.....	.....	4,199 28
	.....	.....	.....	.....	.....	1872	622 24	.....	.....	622 24
Total	.....	.....	.....	.....	40,000 00	.....	40,000 00	.....	.....	40,000 00
DISTRICT OF COLUMBIA.										
Potomac River.										
To enable the Secretary of War to execute the survey and examination of the Potomac River, ordered by a resolution of the House of Representatives of the 8th of August, 1848	Mar. 3, 1849	9	365	1	1,500 00	1850	1,500 00	.....	.....	1,208 61
	.....	.....	.....	.....	.....	1851	.....	288 64	.....	.....
	.....	.....	.....	.....	.....	1852	.....	2 75	291 39	.....
For the improvement of the Potomac River between the Long Bridge, in Washington, and the city of Georgetown, D. C	July 11, 1870	16	226	1	50,000 00	1871	35,000 00	.....	.....	35,000 00
	.....	.....	.....	.....	.....	1872	15,000 00	.....	.....	14,993 39
	.....	.....	.....	.....	.....	1873	.....	6 61	.....	.....
	.....	.....	.....	.....	.....	1877	.....	.....	6 61	.....
For the improvement of the harbors of Washington and Georgetown, D. C	Mar. 3, 1873	17	560	1	50,000 00	1874	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1875	30,000 00	.....	.....	30,000 00
	.....	.....	.....	.....	.....	1876	8,000 00	.....	.....	8,000 00
	.....	.....	.....	.....	.....	1877	7,000 00	.....	.....	7,000 00
For improving the harbors and channels at Washington and Georgetown, D. C., $50,000; of which $20,000 is to be expended in the Washington Harbor and channel below Long Bridge, and $30,000 to be expended in Georgetown Harbor and channel	June 18, 1878	20	159	1	50,000 00	1879	30,000 00	.....	.....	30,000 00
	Mar. 3, 1879	20	364	1	50,000 00	1880	40,000 00	.....	.....	40,000 00
For improving the harbors and channels at Washington and Georgetown, continuing the improvements, including the removal of rocks	June 14, 1880	21	181	1	40,000 00	1881	11,000 00	.....	.....	11,000 00
For improving the harbors and channels at Washington and Georgetown	Mar. 3, 1881	21	470	1	50,000 00	1882	71,000 00	.....	.....	71,000 00
Total	.....	.....	.....	.....	291,500 00	.....	253,500 00	298 00	298 00	253,202 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	38,000 00	
MISCELLANEOUS.										
Arkansas River—Arkansas, Indian Territory, and Kansas.										
For improving the navigation of the Arkansas River: *Provided*, The Engineer Department, after due examination, is satisfied that, during a portion of the ensuing year, the men and machine now employed in removing obstructions in the Ohio and Mississippi Rivers, can be more usefully employed in removing those of the Arkansas River: *Provided*, That the compensation of the superintendent of the Ohio and Missis-	July 3, 1832	4	553	1	15,000 00	1833	15,681 64	681 64	.....	14,962 00
	.....	.....	.....	.....	.....	1834	.....	38 00	38 00	.....

sippi Rivers, shall be the sum of $3,000 per annum, in full for all his services; and he shall not hereafter be allowed anything in the shape of commissions in his disbursments											
For improving the navigation of the Arkansas River, and for constructing a boat with an iron hull	Mar. 3, 1835	4	754	.....	40,000 00	1835	5,000 00	.....	.....	5,000 00
	.....	.....	.....	.....	.....	1836	16,000 00	.....	.....	16,000 00
For continuing the works for the removal of the obstructions to the navigation of the Arkansas River, in addition to the unexpended balance	Mar. 3, 1837	5	190	1	25,000 00	1837	41,030 00	.....	.....	41,030 00
For the improvement of the Arkansas River	July 7, 1838	5	270	1	40,000 00	1838	16,000 00	.....	.....	16,000 00
	.....	.....	.....	.....	.....	1839	17,451 76	.....	.....	17,451 76
	.....	.....	.....	.....	.....	1840	9,518 24	.....	.....	8,402 58
	.....	.....	.....	.....	.....	1842	.....	1,115 66	.....	.....
	.....	.....	.....	.....	.....	1845	.....	.....	1,115 66	.....
For the improvement of the navigation of the Arkansas River	Aug. 30, 1852	10	56	.....	40,000 00	1853	6,000 00	.....	.....	6,000 00
	.....	.....	.....	.....	.....	1854	18,366 00	.....	.....	18,366 00
	.....	.....	.....	.....	.....	1855	17,307 43	1,673 43	.....	15,364 53
	.....	.....	.....	.....	.....	1856	.....	23 60	.....	.....
	.....	.....	.....	.....	.....	1859	1,503 72	1,480 12	.....	.....
	.....	.....	.....	.....	.....	1862	.....	269 47	.....	.....
	.....	.....	.....	.....	.....	1863	.....	.....	269 47	.....
For improvement of Arkansas River between Fort Smith, Arkansas, and Wichita, Kans	Mar. 3, 1879	20	366	1	20,000 00	1880	20,000 00	.....	.....	20,000 00
	June 14, 1880	21	187	1	15,000 00	.....	.....	.....	.....	.....
For improving Arkansas River at Pine Bluff, Ark	June 14, 1880	21	190	1	25,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	477	1	23,000 00	.....	.....	.....	.....	.....
For improving Arkansas River between Fort Smith, Arkansas, and Wichita, Kans	Mar. 3, 1881	21	477	1	24,000 00	1881	51,000 00	.....	.....	51,000 00
	.....	.....	.....	.....	.....	1882	30,000 00	.....	.....	30,000 00
Total	.....	.....	.....	.....	267,000 00	.....	264,858 79	5,281 92	1,423 13	259,576 87
Balance	.....	.....	.....	.....	.....	.....	.....	.....	6,000 00	
Bayou Bartholomew—Arkansas and Louisiana.										
For improving Bayou Bartholomew	Mar. 3, 1881	21	480	1	8,000 00	1881	2,000 00	.....	.....	2,000 00
	.....	.....	.....	.....	.....	1882	6,000 00	.....	.....	6,000 00
Total	.....	.....	.....	.....	8,000 00	.....	8,000 00	.....	.....	8,000 00
Black River—Arkansas and Missouri.										
For improving Black River, Arkansas	June 14, 1880	21	191	1	15,000 00	1881	11,000 00	.....	.....	11,000 00
	.....	.....	.....	.....	.....	1882	4,000 00			4,000 00
For improving Black River, Arkansas and Missouri, to be applied from Poplar Bluff	Mar. 3, 1881	21	477	1	6,000 00	1882	6,000 00	.....	.....	6,000 00
Total	.....	.....	.....	.....	21,000 00	.....	21,000 00	.....	.....	21,000 00
Chattahoochee and Flint Rivers—Alabama, Florida, and Georgia.										
For continuing the improvement of Chattahoochee River from Cedar Bluff to the Big Spring, in Florida, according to the report of the assistant quartermaster charged with the superintendence of the removal of obstructions	Feb. 24, 1835	4	753	.....	2,000 00	1837	.....	.....	2,000 00	.....
For improving the Chattahoochee and Flint Rivers, Georgia	June 23, 1874	18	240	1	25,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	459	1	25,000 00	1875	20,000 00	.....	.....	20,000 00
	Aug. 14, 1876	19	134	1	20,000 00	1876	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1877	15,000 00	.....	.....	15,000 00
	.....	.....	.....	.....	.....	1878	25,000 00	.....	.....	25,000 00
For improving Chattahoochee River, Alabama and Georgia	June 18, 1878	20	153	1	18,000 00	.....	.....	.....	.....	.....
For improving Chattahoochee River, Georgia	Mar. 3, 1879	20	365	1	15,000 00	1879	17,000 00	.....	.....	17,000 00
	.....	.....	.....	.....	.....	1880	3,000 00	.....	.....	3,000 00
	June 14, 1880	21	185	1	20,000 00	1881	21,000 00	.....	.....	21,000 00
	Mar. 3, 1881	21	475	1	20,000 00	1882	22,000 00	.....	.....	22,000 00
Total	.....	.....	.....	.....	145,000 00	.....	133,000 00	.....	2,000 00	133,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	10,000 00	
Choctawhatchee River—Alabama and Florida.										
For improving the navigation of the Choctawhatchee River, as recommended by the Postmaster-General, for the transportation of the mail from Pensacola to Tallahassee	Mar. 2, 1833	4	645	.....	5,000 00	1833	2,500 00	.....	.....	2,500 00
	.....	.....	.....	.....	.....	1834	2,500 00	.....	.....	2,500 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Choctawhatchee River—Alabama and Florida—Continued.										
For removal of obstructions to the navigation of the rivers Choctawhatchee and Holmes	June 15, 1844	5	670	.....	$10,000 00	1845	$2,800 00	.....	.....	$2,800 00
	.....	.....	.....	.....	.....	1846	2,500 00	.....	.....	2,500 00
	.....	.....	.....	.....	.....	1847	1,742 00	.....	.....	1,742 00
	.....	.....	.....	.....	.....	1850	834 62	.....	.....	834 62
	.....	.....	.....	.....	.....	1852	.....	.....	$2,123 38	.....
For removing obstructions in the Choctawhatchee River, Alabama and Florida	June 23, 1874	18	240	1	5,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	459	1	5,000 00	1875	10,000 00	.....	.....	10,000 00
	Aug. 14, 1876	19	136	1	5,000 00	1877	5,000 00	.....	.....	5,000 00
For improving Choctawhatchee River, Florida and Alabama	Mar. 3, 1879	20	365	1	5,000 00	1880	5,000 00	.....	.....	5,000 00
For improving Choctowhatchee River up to Newton	June 14, 1880	21	186	1	7,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	476	1	10,000 00	1881	12,000 00	.....	.....	12,000 00
	.....	.....	.....	.....	.....	1882	5,000 00	.....	.....	5,000 00
Total	.....	.....	.....	.....	52,000 00	.....	49,876 62	.....	2,123 38	49,876 62
Coosa River—Alabama and Georgia.										
For the improvement of Coosa River, Georgia and Alabama, between Rome and the Selma, Rome and Dalton Railroad bridge	Aug. 14, 1876	19	134–5	1	30,000 00	1878	19,000 00	.....	.....	19,000 00
	June 18, 1878	20	154	1	75,000 00	1879	44,000 00	.....	.....	44,000 00
For improving Coosa River, Georgia and Alabama	Mar. 3, 1879	20	368	1	45,000 00	1880	87,000 00	.....	.....	87,000 00
	June 14, 1880	21	185	1	75,000 00	1881	70,000 00	.....	.....	70,000 00
	Mar. 3, 1881	21	476	1	60,000 00	1882	50,000 00	.....	.....	50,000 00
Total	.....	.....	.....	.....	285,000 00	.....	270,000 00	.....	.....	270,000 00
Balance	.....	.....	.....	.....	.....	.....	.....	.....	15,000 00	
Cascades of Columbia River—Canal—Oregon and Washington Territory.										
For the construction of a canal around the Cascades of the Columbia River, in the State of Oregon; of which the Secretary of War is authorized to expend so much as, in his judgment, may be necessary and proper to secure title and right of way for canal and locks, not exceeding $10,000; and whenever in the prosecution of the said work it shall have become necessary to obtain the right of way over any lands for the said canal and locks, the Secretary of War shall take possession of and use the said lands, after having purchased the same, or, in case the said lands cannot be purchased for a reasonable price, then after having paid for the same, or secured the value thereof, which value may be ascertained in the mode provided by the laws of Oregon for the condemnation of lands for public uses in that State. The Department of Justice shall represent the interests of the United States in any legal proceedings under this act to obtain the right of way for said canal	Aug. 14, 1876	19	138	1	90,000 00	1877	6,000 00	.....	.....	6,000 00
	.....	.....	.....	.....	.....	1878	12,000 00	.....	.....	12,000 00
	.....	.....	.....	.....	.....	1879	63,000 00	.....	.....	63,000 00
For constructing canal around the Cascades of Columbia River	June 18, 1878	20	157	1	150,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1879	20	370	1	100,000 00	1880	196,000 00	.....	.....	196,000 00
	June 14, 1880	21	189	1	100,000 00	1881	163,000 00	.....	.....	163,000 00
	Mar. 3, 1881	21	479	1	100,000 00	1882	100,000 00	.....	.....	100,000 00
Total	.....	.....	.....	.....	540,000 00	.....	540,000 00	.....	.....	540,000 00

Columbia River—Oregon and Washington Territory.										
For the improvement of the Upper Columbia River, Oregon	June 10, 1872	17	375	1	50,000 00	1873	41,000 00			41,000 00
						1874	9,000 00			9,000 00
	June 23, 1874	18	242	1	20,000 00					
	Mar. 3, 1875	18	460	1	35,000 00	1875	20,000 00			20,000 00
						1876	25,000 00			25,000 00
For the improvement of the Upper Columbia River, including Snake River	Aug. 14, 1876	19	135	1	15,000 00	1877	25,000 00			25,000 00
For the improvement of the mouth of Columbia River, $5,000; the same or so much thereof as may be necessary, to be expended under the direction of the Secretary of War in making a thorough survey of the bar at the mouth of said river, in the preparation of a plan and estimates for its permanent improvement; any balance to be used in the temporary improvement of said bar	June 18, 1878	20	157	1	5,000 00					
For improving Upper Columbia River, including Snake River	June 18, 1878	20	157	1	20,000 00	1879	25,000 00			25,000 00
	Mar. 3, 1879	20	370	1	20,000 00					
For continuing the survey and observation of currents at the bar of the mouth of the Columbia River	Mar. 3, 1879	20	370	1	5,000 00	1880	20,000 00			20,000 00
For improving Upper Columbia River, including Snake River	June 14, 1880	21	189	1	15,000 00	1881	20,000 00			20,000 00
	Mar. 3, 1881	21	479	1	15,000 00	1882	15,000 00			15,000 00
Total					200,000 00		200,000 00			200,000 00
Cumberland River—Kentucky and Tennessee.										
For the improvement of the navigation of the Cumberland River, to be expended under the direction of the War Department	July 3, 1832	4	553	1	30,000 00	1832	10,000 00			10,000 00
						1833	17,000 00			17,000 00
	June 28, 1834	4	704		30,000 00	1834	10,500 00			10,500 00
						1835	15,000 00			15,000 00
For continuing the improvement of the Cumberland River, in Kentucky and Tennessee	July 2, 1836	5	68		20,000 00	1836	22,000 00			22,000 00
For continuing the improvement of the Cumberland River, in Kentucky and Tennessee, according to the report of Colonel Abert, United States Engineer, dated February 23, 1835, of the survey of said river	Mar. 3, 1837	5	190	1	55,000 00	1837	31,500 00			31,500 00
For continuing the improvement of the Cumberland River, in Kentucky and Tennessee, below Nashville	July 7, 1838	5	270	1	20,000 00	1838	29,500 00			29,500 00
						1839	19,000 00			18,980 08
						1840	500 00			
						1845		$519 92		
						1848			519 92	
For improvement of the Cumberland River below Nashville	Mar. 3, 1871	16	541	1	30,000 00	1872	20,000 00			20,000 00
For the improvement of Cumberland River, in Tennessee	June 10, 1872	17	372	1	20,000 00					
For the improvement of Cumberland River below Nashville	Mar. 3, 1873	17	563	1	25,000 00	1873	20,000 00			20,000 00
						1874	10,000 00			10,000 00
	Mar. 3, 1875	18	458	1	25,000 00	1875	25,000 00			25,000 00
						1876	20,018 00			20,018 00
For the improvement of the Cumberland River above the city of Nashville, Tenn., from Nashville to the Kentucky line, $15,000; and thence to the foot of Smith's Shoals, $10,000; and for Smith's Shoals, $25,000; and from Smith's Shoals to the Falls of the Cumberland, $2,000	Aug. 14, 1876	19	134	1	52,000 00	1877	29,982 00			29,982 00
						1878	27,000 00			27,000 00
For the improvement of the Cumberland River above Nashville	June 18, 1878	20	154	1	60,000 00	1879	98,000 00			98,000 00
For improving Cumberland River below Nashville	June 18, 1878	20	154	1	45,000 00					
	Mar. 3, 1879	20	367	1	40,000 00					
For improving Cumberland River above Nashville; of which $18,000 shall be expended from Nashville to the Kentucky line; $6,000 from the Kentucky line to Smith's Shoals, and $15,000 at Smith's Shoals	Mar. 3, 1879	20	367	1	39,000 00	1880	86,000 00			86,000 00
For improving Cumberland River above Nashville, as follows: From Nashville to the Kentucky line, $15,000; from Kentucky line to Smith's Shoals, $10,000; at Smith's Shoals, $20,000	June 14, 1880	21	187	1	45,000 00					
For improving Cumberland River below Nashville	June 14, 1880	21	187	1	20,000 00	1881	20,000 00			20,000 00
	Mar. 3, 1881	21	477	1	15,000 00					
For improving Cumberland River above Nashville, from Nashville to Kentucky State line, $15,000; from Kentucky line to Smith's Shoals, $15,000; at Smith's Shoals, completing improvement, $10,000	Mar. 3, 1881	21	477	1	40,000 00	1881	48,000 00			48,000 00
						1882	37,000 00			37,000 00
For improving Cumberland River above the mouth of the Jelico	Mar. 3, 1881	21	480	1	10,000 00	1882	25,000 00			25,000 00
Total					621,000 00		621,000 00	519 92	519 92	620,480 08

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Cumberland Sound—Georgia and Florida.										
For improving the entrance to Cumberland Sound, between Amelia and Cumberland Islands, in the States of Florida and Georgia, according to the plans and estimates of General Gillmore, the chief engineer, reported to this Congress	June 14, 1880	21	193	1	$30,000 00	1881	$5,000 00			$5,000 00
	Mar. 3, 1881	21	476	1	100,000 00	1882	125,000 00			125,000 00
Total					130,000 00		130,000 00			130,000 00
Current River—Arkansas and Missouri.										
For the improvement of Current River, Missouri	June 10, 1872	17	372	1	5,000 00	1873	5,000 00			5,000 00
For improving Current River, from Donithan to its mouth, Arkansas and Missouri	Mar. 3, 1881	21	480	1	2,000 00	1882	2,000 00			2,000 00
Total					7,000 00		7,000 00			7,000 00
Cypress Bayou—Louisiana and Texas.										
For the improvement of Cypress Bayou, near Jefferson, Tex	June 10, 1872	17	373	1	10,000 00					
For the improvement of Cypress Bayou, and construction of dams and dredging at the foot of Soda Lake	Mar. 3, 1873	17	563	1	50,000 00	1873	22,000 00			22,000 00
						1874	25,000 00			25,000 00
						1875	13,000 00			13,000 00
For continuing the work of dredging and removing obstructions to navigation in Cypress Bayou	Aug. 14, 1876	19	134	1	13,000 00	1877	10,600 00			10,600 00
						1878	2,400 00			2,400 00
For improving Cypress Bayou, Texas and Louisiana	June 18, 1878	20	153	1	15,000 00	1879	15,000 00			15,000 00
	Mar. 3, 1879	20	366	1	6,000 00	1880	3,000 00			3,000 00
						1882	1,500 00			1,500 00
Total					94,000 00		92,500 00			92,500 00
Balance									$1,500 00	
Dan River—Virginia and North Carolina.										
For improving Dan River between Danville, Va., and Madison, N. C	June 14, 1880	21	191	1	10,000 00	1881	5,000 00			5,000 00
	Mar. 3, 1881	21	474	1	8,000 00	1882	13,000 00			13,000 00
Total					18,000 00		18,000 00			18,000 00
Delaware River—Delaware, New Jersey, New York, and Pennsylvania.										
For removing the bar on the Delaware River, in the neighborhood of Fort Mifflin, with the view of improving the harbor of Philadelphia	July 4, 1836	5	130	1	15,000 00	1836	13 80			13 80
						1838			$14,986 20	
For the improvement of Delaware River between Trenton and Bordentown, N. J	June 10, 1872	17	374	1	10,000 00					
	Mar. 3, 1873	17	564	1	15,000 00					
For the improvement of the channel of the Delaware River at Fort Mifflin Bar	Mar. 3, 1873	17	564	1	50,000 00					
For the improvement of the channel of the Delaware River at and near the Horseshoe Shoals; the work not to be commenced until an examination and survey has been made by a board of engineers of the United States Army, appointed by the Secretary of War, and a favorable report upon the feasibility and expense of the plan adopted for the prevention and removal of the obstructions	Mar. 3, 1873	17	564	1	50,000 00	1873	8,000 00			8,000 00
						1874	48,000 00			48,000 00
For continuing the improvement of the Delaware River and channel at Fort Mifflin Bar	June 23, 1874	18	240	1	50,000 00					

For continuing the improvement of the Delaware River between Trenton and Bordentown	June 23, 1874	18	240	1	10,000 00						
For the improvement of Delaware River at Fort Mifflin Bar; and any unexpended balance of the amount mentioned in the act making appropriations for the repair, preservation, &c., of certain public works, &c., approved March 3, 1873, for the improvement of the channel of the Delaware River, at and near the Horseshoe Shoals, be, and is hereby, appropriated, to be expended for the improvement of said river, at such places between Petty's Island and its mouth as the Chief of Engineers of the Army may order and direct	Mar. 3, 1875	18	459	1	20,000 00						
For the improvement of the Delaware River, New Jersey, between Trenton and White Hill	Mar. 3, 1875	18	459	1	10,000 00	1875	77,500 00				77,500 00
						1876	81,500 00				81,500 00
For the improvement of the Delaware River below Petty's Island	Aug. 14, 1876	19	135	1	40,000 00	1877	22,500 00				22,500 00
						1878	19,507 68	$2,007 68			17,500 00
For improving Delaware River between Trenton and White Hill, N. J	June 18, 1878	20	159	1	10,000 00						
For improving Delaware River below Bridesburg	June 18, 1878	20	159	1	100,000 00	1879	55,000 00				55,000 00
	Mar. 3, 1879	20	364	1	45,000 00						
For improving Delaware River between Trenton and White Hill	Mar. 3, 1879	20	364	1	6,000 00						
For improving Delaware River at or near Cherry Island Flats	Mar. 3, 1879	20	370	1	100,000 00						
For improving Delaware River at Schooner Ledge	Mar. 3, 1879	20	372	1	50,000 00	1880	246,000 00				246,000 00
	June 14, 1880	21	184	1	40,000 00						
For improving Delaware River below Bridesburg, Pa.; of which $40,000 shall be expended at or near Petty's Island, between said island and Philadelphia, and $10,000 at or near Smith's Island, between Philadelphia and Camden, through the sand-spit	June 14, 1880	21	184	1	85,000 00						
For improving Delaware River near Cherry Island Flats	June 14, 1880	21	184	1	100,000 00						
For improving Delaware River between Trenton, N. J., and Bridesburg, Pa.; continuing operations	June 14, 1880	21	184	1	10,000 00						
	Mar. 3, 1881	21	473	1	10,000 00	1881	209,640 00				209,640 00
For improving Delaware River at Schooner Ledge	Mar. 3, 1881	21	473	1	40,000 00						
For improving Delaware River near Cherry Island Flats	Mar. 3, 1881	21	473	1	100,000 00						
For improving Delaware River below Bridesburg	Mar. 3, 1881	21	473	1	100,000 00	1882	197,360 00				197,360 00
Total					1,066,000 00		965,021 48	2,007 68	14,986 20		963,013 80
Balance									88,000 00		
Entrances to the Dismal Swamp Canal—North Carolina and Virginia.											
For improving the navigation of the natural channels at the northern and southern entrances of the Dismal Swamp Canal	July 4, 1836	5	130		15,000 00	1836	5,000 00				5,000 00
						1837	2,800 00				2,800 00
For making a survey from the southern debouche of the Dismal Swamp Canal, down the Pasquotank River to Elizabeth, thence to Croatan Sound, Pamlico and other sounds, near the coast of North Carolina, and thence by the most practicable route to Winyaw Bay, in South Carolina, with a view to determine the practicability of opening an inland communication for steam navigation, from the Chesapeake Bay to Charleston, S. C	Mar. 3, 1837	5	190		10,000 00	1837	10,000 00				10,000 00
For improving the natural channels at the northern and southern entrances of the Dismal Swamp Canal	July 7, 1838	5	270		10,000 00	1838	6,000 00				6,000 00
						1839	11,200 00				11,161 92
						1840	1,169 90	1,169 90			
						1840		38 08	38 08		
Total					35,000 00		36,169 90	1,207 98	38 08		34,961 92
Escambia River—Alabama and Florida.											
For removing obstructions in, and improving the navigation of, the Escambia River	Mar. 2, 1833	4	645		5,000 00	1833	2,150 00				2,150 00
						1834	2,850 00				2,850 00
For continuing the removal of obstructions in, and improving the navigation of, the Escambia River, in the Territory of Florida	July 2, 1836	5	69		5,500 00	1838			5,500 00		
For improving Escambia River, Florida and Alabama	June 14, 1880	21	191	1	8,000 00	1881	8,000 00				8,000 00
	Mar. 3, 1881	21	476	1	5,000 00	1882	5,000 00				5,000 00
Total					23,500 00		18,000 00		5,500 00		18,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
French Broad River—Tennessee and North Carolina.										
For the improvement of French Broad River between Brevard and the Buncombe County line, North Carolina	Aug. 14, 1876	19	134	1	$10,000 00	1877	$3,000 00			$3,000 00
						1878	7,000 00			7,000 00
For improving French Broad River, North Carolina, continuing improvement	June 18, 1878	20	153	1	15,000 00	1879	9,000 00			9,000 00
	Mar. 3, 1879	20	365	1	5,000 00	1880	11,000 00			11,000 00
	June 14, 1880	21	185	1	3,000 00					
	Mar. 3, 1881	21	475	1	5,000 00	1881	5,000 00			5,000 00
For improving French Broad River, between Knoxville, Tenn., and the mouth of Big Creek	June 14, 1880	21	192	1	10,000 00	1881	4,300 00			4,300 00
						1882	3,000 00			3,000 00
For improving French Broad River above Knoxville, Tenn	Mar. 3, 1881	21	477	1	3,500 00	1882	9,200 00			9,200 00
Total					51,500 00		51,500 00			51,500 00
Little Narragansett Bay—Connecticut and Rhode Island.										
For the improvement of Little Narragansett Bay, Rhode Island and Connecticut	Aug. 14, 1876	19	137	1	5,000 00	1878	5,000 00			5,000 00
	June 18, 1878	20	159	1	10,000 00	1879	10,000 00			10,000 00
	Mar. 3, 1879	20	363	1	5,000 00	1880	5,000 00			5,000 00
For continuing improvement	June 14, 1880	21	184	1	5,000 00	1881	5,000 00			5,000 00
	Mar. 3, 1881	21	469	1	5,000 00	1882	5,000 00			5,000 00
Total					30,000 00		30,000 00			30,000 00
Menomonee Harbor—Michigan and Wisconsin.										
For improvement of harbor at mouth of Menomonee River, Wisconsin	Mar. 3, 1871	16	538	1	25,000 00					
For the improvement of Menomonee Harbor, Michigan and Wisconsin	June 10, 1872	17	370	1	25,000 00	1872	25,000 00			25,000 00
	Mar. 3, 1873	17	560	1	25,000 00	1873	25,000 00			25,000 00
						1874	25,000 00			25,000 00
	June 23, 1874	18	237	1	25,000 00					
	Mar. 3, 1875	18	456	1	25,000 00	1875	25,000 00			25,000 00
						1876	17,000 00			17,000 00
	Aug. 3, 1876	19	133	1	8,000 00	1877	16,000 00			16,000 00
	June 18, 1878	20	155	1	10,000 00	1879	10,000 00			10,000 00
	Mar. 3, 1879	20	368	1	10,000 00	1880	10,000 00			10,000 00
	June 14, 1880	21	183	1	10,000 00					
	Mar. 3, 1881	21	472	1	12,000 00	1881	13,000 00			13,000 00
						1882	9,000 00			9,000 00
Total					175,000 00		175,000 00			175,000 00
MISSISSIPPI RIVER.										
Reservoirs at Headwaters.										
For examinations and surveys for reservoir at sources of the Mississippi, Saint Croix, Chippewa, and Wisconsin Rivers, completing survey	Mar. 3, 1879	20	370	1	25,000 00	1880	25,000 00			25,000 00
For the reservoirs at the headwaters of the Mississippi River to be used in the construction of a dam at Lake Winnibigoshish: *Provided*, That all injuries occasioned to individuals by overflow of their lands shall be ascertained and determined by agreement, or in accordance with the laws of Minnesota, and shall not exceed in the aggregate $5,000	June 14, 1880	21	193	1	75,000 00	1881	1,000 00			

For reservoirs upon the headwaters of the Mississippi River and its tributaries; and this sum, together with the sum of $75,000 heretofore appropriated for the construction of a dam at Lake Winnibigoshish, shall be expended at such places on said headwaters of the Mississippi River and its tributaries as the Secretary of War shall determine: *And it is provided*, That compensation for any private property taken or appropriated for any of said improvements, and all damages to private property caused by the construction of any of said dams, by flowage or otherwise, shall be ascertained and determined under and in accordance with the laws of the State in which such private property is situated	Mar. 3, 1881	21	481	1	150,000 00	1882	73,248 15			73,248 15
						1882	*15,466 90			*15,466 90
Falls of Saint Anthony.	July 11, 1870	16	225	1	50,000 00					
For the preservation of the Falls of Saint Anthony and the navigation of the Mississippi River above the same.	Mar. 3, 1871	16	540	1	50,000 00	1871	70,000 00			70,000 00
						1872	30,000 00			30,000 00
	June 10, 1872	17	372	1	50,000 00					
	Mar. 3 1873	17	562	1	50,000 00	1873	80,000 00			80,000 00
						1874	20,000 00			20,000 00
	June 23, 1874	18	239	1	150,000 00					
For continuing the same, $100,000; and $25,000 of said amount may be expended for the improvement of the Mississippi River above the Falls of Saint Anthony	Mar. 3, 1875	18	458	1	100,000 00	1875	147,000 00			147,000 00
						1876	100,000 00			100,000 00
For the improvement of the Falls of Saint Anthony, Minnesota	Aug. 14, 1876	19	133	1	120,000 00	1877	93,000 00			93,000 00
						1878	20,000 00			20,000 00
						1879	9,000 00			9,000 00
For the improvement of the Mississippi River above the Falls of Saint Anthony; no part of which shall be expended upon the Falls of Saint Anthony	Aug. 14, 1876	19	136	1	20,000 00	1877	10,000 00			10,000 00
						1878	5,000 00			5,000 00
						1879	5,000 00			5,000 00
For sluice-way through public works at Saint Anthony's Falls, Minnesota: *Provided*, That no part of said sum shall be expended for right of way, and that said improvement can be made without expense to the United States further than the actual construction of said sluice-way	Mar. 3, 1879	20	372	1	10,000 00	1880	10,000 00			10,000 00
For repairs and contingencies of public works at Saint Anthony's Falls, to meet repairs necessary, present and prospective	June 14, 1880	21	189	1	10,000 00					
For repairs and contingencies of public works at Saint Anthony's Falls, to meet repairs necessary, present and prospective, which shall be available immediately after the passage of this act	Mar. 3, 1881	21	479	1	15,000 00	1881	25,000 00			25,000 00
For continuing the improvement of the Mississippi River above the Falls of Saint Anthony	June 14, 1880	21	188	1	15,000 00					
	Mar. 3, 1881	21	478	1	10,000 00	1882	25,000 00			25,000 00
Meeker's Island, Lock and Dam. For construction of the lock and dam on the Mississippi River, at Meeker's Island, Minnesota, according to the surveys and plans of the War Department: *Provided*, That all rights and claims in and to the land-grant made to the State of Minnesota for the above work, by act approved July 23, 1868, shall be fully relinquished to the United States before any of this appropriation is expended.	Mar. 3, 1873	17	562	1	25,000 00					
Upper Mississippi River. For improvement of the Upper Mississippi River, removing snags and dredging	July 11, 1870	16	225	1	36,000 00					
For improvement of the Upper Mississippi River, and removing snags and dredging: *Provided*, That no part of such sum shall be paid for the use of any patent or patented machine in which any engineer or officer employed by the government may be interested	Mar. 3, 1871	16	540	1	42,000 00	1871	31,000 00			31,000 00
						1872	47,000 00			47,000 00

*Paid by the Interior Department.

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
MISSISSIPPI RIVER—Continued.										
Upper Mississippi River—Continued.										
For dredge and snag boats on the Upper Mississippi River	June 10, 1872	17	372	1	$42,000 00	.....	.....	.....	.....	.....
For improvement of the Upper Mississippi River	Mar. 3, 1873	17	562	1	25,000 00	1873	$52,000 00	.....	.....	$52,000 00
	.....	.....	.....	.....	.....	1874	15,000 00	.....	.....	15,000 00
	June 23, 1874	18	239	1	25,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	458	1	25,000 00	1875	31,000 00	.....	.....	31,000 00
	.....	.....	.....	.....	.....	1876	19,000 00	.....	.....	19,000 00
For the improvement of the Upper Mississippi River, $30,000; and $7,000 thereof may be applied, if the Secretary of War shall deem it for the public interest, in constructing the necessary machinery used in Capt. Edward Bell's process for building wing-dams, and applying said process in the improvement of said river	Aug. 14, 1876	19	137	1	30,000 00	1877	15,000 00	.....	.....	15,000 00
	.....	.....	.....	.....	.....	1878	15,000 00	.....	.....	15,000 00
For improving Upper Mississippi River, from the mouth of the Illinois; removal of snags and obstructions	June 18, 1878	20	159	1	41,500 00	1879	41,500 00	.....	.....	41,500 00
For improving Upper Mississippi River; operating snag-boat	Mar. 3, 1879	20	367	1	20,000 00	1880	17,000 00	.....	.....	17,000 00
	June 14, 1880	21	188	1	8,000 00	1881	11,000 00	.....	.....	11,000 00
For improving Upper Mississippi River, operating snag boat, and building light-draught steamer	Mar. 3, 1881	21	478	1	25,000 00	1882	25,000 00	.....	.....	25,000 00
Saint Paul to Des Moines.										
For improving the Mississippi River; widening and deepening the channel from Saint Paul to Des Moines Rapids.	June 18, 1878	20	154	1	250,000 00	1879	211,000 00	.....	.....	211,000 00
For improving Mississippi River, from Saint Paul to Des Moines Rapids: *Provided*, That not exceeding $20,000 thereof may be used by the Secretary of War, in his discretion, in making a practical test of a flume invented by M. J. Adams, the said test to be made under the supervision and direction of said Adams, but without compensation to said Adams for his services: *And provided further*, That such test shall not be made until the right shall be secured to the United States to use said flume, in the event of the favorable result of said test, upon terms satisfactory to the Secretary of War	Mar. 3, 1879	20	366	1	100,000 00	1880	104,000 00	.....	.....	104,000 00
For improving Mississippi River, from Saint Paul to Des Moines Rapids; continuing improvement, $150,000: *Provided*, That $3,500 of said sum may, in the discretion of the Chief of Engineers, be expended in closing the slough at the confluence of the Minnesota and Mississippi Rivers: *Provided further*, That $3,000 of the foregoing sum shall be used in dredging the western channel at or near Guttenberg, Iowa	June 14, 1880	21	188	1	150,000 00	1881	147,000 00	.....	.....	147,000 00
For improving Mississippi River, from Saint Paul to Des Moines Rapids, Iowa, Missouri, Illinois, and Wisconsin	Mar. 3, 1881	21	478	1	200,000 00	1882	212,000 00	.....	.....	212,000 00
La Crosse Harbor.										
For improving the Mississippi River from the bridge of the Chicago, Milwaukee and Saint Paul Railroad Company above La Crosse, Wis., to the mouth of Root River, below said city	June 18, 1878	20	155	1	12,500 00	1879	12,500 00	.....	.....	

Guttenburg Harbor.										
For completion of work of removing sand bar in Mississippi River, opposite Guttenburg, Iowa	Mar. 3, 1881	21	478	1	5,000 00	1882	5,000 00			
Dubuque Harbor.										
For the improvement of the harbor at the town of Dubuque, Iowa: *Provided*, Upon due examination and survey under the direction of the Secretary of War, it shall appear that a permanent improvement can be accomplished and completed for this amount, so as to admit the landing of steamers of the largest class navigating the river at the town of Dubuque at all seasons of the year	June 15, 1844	5	670	.....	7,500 00	1845	803 00			803 00
For the improvement of the harbor at the town of Dubuque in addition to the appropriation of last year	Mar. 3, 1845	5	778	.....	7,000 00	1846	2,875 00			2,875 00
						1847	6,626 00			6,626 00
						1848	4,196 00			4,196 00
For the further removal of obstructions and the improvement of the harbor of Dubuque	Aug. 30, 1852	10	60	.....	15,000 00	1853	4,283 00			4,283 00
						1854	5,701 00			5,701 00
						1855	5,016 00			5,015 99
						1862		$0 01	$0 01	
For removal of a bar in the Mississippi River, opposite Dubuque	Aug. 14, 1876	19	137	1	15,000 00	1877	1,500 00			1,500 00
						1878	13,500 00			13,500 00
	June 18, 1878	20	154	1	10,000 00	1879	10,000 00			10,000 00
	Mar. 3, 1879	20	367	1	4,000 00	1880	4,000 00			4,000 00
	June 14, 1880	21	188	1	7,000 00	1881	1,000 00			1,000 00
	Mar. 3, 1881	21	478	1	5,000 00	1882	3,000 00			3,000 00
Rock Island Rapids.										
For improvement of the Rock Island Rapids	June 23, 1866	14	72	1	100,000 00	.....				
For improving navigation of Mississippi River at Rock Island Rapids	Mar. 2, 1867	14	420	1	200,000 00	1867	5,000 00			5,000 00
						1868	166,007 67	55,000 00		111,007 67
						1869	183,000 00			183,000 00
						1870	292 05			292 05
For the improvement of the Rock Island Rapids, Mississippi River	July 11, 1870	16	225	1	150,000 00	.....				
	Mar. 3, 1871	16	540	1	150,000 00	1871	47,000 00			47,000 00
						1872	173,000 00			173,000 00
	June 10, 1872	17	372	1	50,000 00	.....				
	Mar. 3, 1873	17	562	1	50,000 00	1873	130,700 28			130,700 28
						1874	50,000 00			50,000 00
	June 23, 1874	18	239	1	50,000 00	.....				
	Mar. 3, 1875	18	458	1	50,000 00	1875	50,000 00			50,000 00
						1876	50,000 00			50,000 00
	Aug. 14, 1876	19	137	1	25,000 00	1877	15,000 00			15,000 00
						1878	10,000 00			10,000 00
	June 18, 1878	20	154	1	30,000 00	1879	30,000 00			30,000 00
	Mar. 3, 1879	20	367	1	6,000 00	1880	6,000 00			6,000 00
	June 14, 1880	21	188	1	8,000 00	1881	5,000 00			5,000 00
For completing improvement	Mar. 3, 1881	21	478	1	8,000 00	1882	8,000 00			8,000 00
Rock Island Harbor.										
For improving harbor at Rock Island, Illinois	June 14, 1880	21	192	1	6,000 00	1881	6,000 00			6,000 00
	Mar. 3, 1881	21	471	1	6,000 00	.....				
Andalusia Harbor.										
For improving Mississippi River at Andalusia, Illinois	Mar. 3, 1881	21	480	1	6,000 00	1882	6,000 00			6,000 00
Muscatine Harbor.										
For improving harbor at Muscatine, Iowa	Mar. 3, 1879	20	371	1	7,500 00	1880	7,500 00			7,500 00
	June 14, 1880	21	183	1	7,500 00	1881	7,500 00			7,500 00
	Mar. 3, 1881	21	472	1	2,500 00	1882	2,500 00			2,500 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
MISSISSIPPI RIVER—Continued.										
Burlington Harbor.										
For the improvement of the Rush Chute and the harbor of Burlington, Iowa	Aug. 14, 1876	19	136	1	$10,000 00	1877	$5,000 00			$5,000 00
						1878	5,000 00			5,000 00
	June 18, 1878	20	154	1	10,000 00	1879	8,000 00			8,000 00
	Mar. 3, 1879	20	367	1	5,000 00					
	June 14, 1880	21	183	1	5,000 00	1881	12,000 00			12,000 00
Fort Madison Harbor.										
For the improvement of the harbor at Fort Madison, Iowa.	Aug. 14, 1876	19	136	1	10,000 00	1877	5,000 00			5,000 00
						1878	5,000 00			5,000 00
	June 18, 1878	20	154	1	8,000 00	1879	8,000 00			8,000 00
	Mar. 3, 1879	20	367	1	3,600 00	1880	3,600 00			3,600 00
	Mar. 3, 1881	21	472	1	2,500 00	1882	2,500 00			2,500 00
Des Moines Rapids.										
For the improvement of the Rock River Rapids and the Des Moines Rapids, in the Mississippi River, at the lower chain and the English chain	Aug. 30, 1852	10	57		100,000 00	1853	2,000 00			2,000 00
						1854	5,737 00			5,737 00
						1855	92,318 91	$55 91		92,190 11
						1856		72 89		
For continuing the improvement of the Des Moines Rapids in the Mississippi River, to be expended under the superintendence of the Secretary of War	Aug. 16, 1856	11	51		200,000 00	1858	41,100 79			41,100 79
						1859	30,300 00	27 90		30,272 10
						1860	88,027 90			88,027 90
						1861	40,000 00			40,000 00
						1862	258 98	60 10	$473 22	198 88
For improvement of Des Moines Rapids, Mississippi River	June 23, 1866	14	72		200,000 00					
For improving navigat on on the Mississippi River at Des Moines or Lower Rapids, according to such plan as the Secretary of War shall, on the report of a board of engineers, approve	Mar. 2, 1867	14	420		500,000 00	1867	5,000 00			5,000 00
						1868	111,009 84	5,000 00		106,009 84
						1869	255,000 00	200 00		254,799 00
For the purpose of continuing the prosecution of the work upon the improvement of the Des Moines Rapids in the Mississippi River	Dec. 23, 1869	16	61		200,000 00	1870	534,734 52	630 00		534,104 52
For the improvement of the Des Moines Rapids	July 11, 1870	16	225		400,000 00					
For the completion of the section work at the Des Moines Rapids	Jan. 18, 1871	16	399		341,000 00					
For the improvement of Des Moines Rapids	Mar. 3, 1871	16	540		250,000 00	1871	591,086 64			591,086 64
						1872	400,000 00			400,000 00
	June 10, 1872	17	372	1	400,000 00					
	Mar. 3, 1873	17	562	1	400,000 00	1873	400,000 00			400,000 00
						1874	400,000 00			400,000 00
	June 23, 1874	18	239	1	400,000 00					
	Mar. 3, 1875	18	458	1	480,000 00	1875	399,000 00			399,000 00
						1876	481,000 00			481,000 00
	Aug. 14, 1876	19	134	1	230,000 00	1877	165,000 00			165,000 00
To pay the current expenses of operating the Des Moines Rapids Canal on the Upper Mississippi River until July 1, 1878	Apr. 30, 1878	20	45		7,500 00	1878	72,500 00			72,500 00
For improving Des Moines Rapids and operating the canal	June 18, 1878	20	159	1	95,000 00	1879	85,000 00	33 75		84,966 25
For improving Des Moines Rapids	Mar. 3, 1879	20	367	1	25,000 00					
For operating the canal at Des Moines Rapids	Mar. 3, 1879	20	367	1	40,000 00	1880	65,033 75			65,033 75

For improving Des Moines Rapids, continuing improvement	June 14, 1880	21	188	1	20,000 00						
For operating the canal at Des Moines Rapids	June 14, 1880	21	188	1	30,000 00	1881	42,000 00				42,000 00
For improving Des Moines Rapids, Iowa and Illinois	Mar. 3, 1881	21	478	1	25,000 00						
For the purpose of operating and keeping in repair the Des Moines Rapids Canal	Mar. 3, 1881	21	478	1	45,000 00	1882	59,000 00				59,000 00
Below the Rapids.											
For the improvement of the navigation of the Mississippi River below the rapids	Aug. 30, 1852	10	56		90,000 00	1853	21,000 00				21,000 00
						1854	69,000 00				68,993 66
						1855	5,229 72	5,229 72			
						1856		6 34	6 34		
						1859	876 19	876 19			
Des Moines Rapids to the mouth of the Illinois.											
For improving Mississippi River from Des Moines Rapids to mouth of the Illinois River	Mar. 3, 1879	20	367	1	40,000 00	1880	40,000 00				40,000 00
	June 14, 1880	21	188	1	100,000 00	1881	100,000 00				100,000 00
	Mar. 3, 1881	21	478	1	175,000 00	1882	110,000 00				110,000 00
Des Moines Rapids to the mouth of the Ohio.											
For widening and deepening the channel of the Mississippi River from Des Moines Rapids to the mouth of the Ohio River	June 18, 1878	20	154	1	100,000 00	1879	75,000 00				75,000 00
						1880	25,000 00				25,000 00
Alexandria.											
For improving the Mississippi River at and above the city of Alexandria, Mo	June 14, 1880	21	191	1	10,000 00	1881	10,000 00				10,000 00
	Mar. 3, 1881	21	478	1	6,000 00	1882	6,000 00				6,000 00
Quincy Bay.											
For improving navigation of Mississippi River at Quincy, Ills	Mar. 3, 1879	20	372	1	20,000 00	1880	20,000 00				20,000 00
	June 14, 1880	21	188	1	25,000 00	1881	10,000 00				10,000 00
For improving Quincy Bay, Illinois	Mar. 3, 1881	21	478	1	10,000 00	1882	13,000 00				13,000 00
Hannibal.											
For improving Mississippi River at Hannibal, Mo	June 14, 1880	21	191	1	25,000 00	1881	25,000 00				25,000 00
	Mar. 3, 1881	21	478	1	20,000 00	1882	20,000 00				20,000 00
Louisiana.											
For improving Mississippi River at Louisiana, Mo	Mar. 3, 1881	21	480	1	10,000 00	1882	10,000 00				10,000 00
Between the mouth of the Illinois and the mouth of the Ohio.											
For improvement of Mississippi River, between the mouth of the Missouri River and the mouth of the Meramec River	June 10, 1872	17	372	1	100,000 00						
For the improvement of the Mississippi River between the mouth of the Illinois River and the mouth of the Missouri River	June 10, 1872	17	372	1	25,000 00						
For the improvement of the Mississippi River between the mouth of the Missouri River and the mouth of the Ohio River	Mar. 3, 1873	17	562	1	200,000 00	1873	106,000 00				106,000 00
						1874	219,000 00				219,000 00
For continuing the improvement of the Mississippi River between the mouths of the Ohio and Illinois Rivers; and $15,000 of said amount shall be expended between the mouths of the Missouri and Illinois Rivers	June 23, 1874	18	239	1	200,000 00						

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
MISSISSIPPI RIVER—Continued.										
Between the mouth of the Illinois and the mouth of the Ohio—Continued.										
For the improvement of the Mississippi River between the mouths of the Illinois and Ohio Rivers; and $15,000 of said amount shall be expended between the mouths of the Illinois and Missouri Rivers; and $15,000 may be expended at Liberty Bar	Mar. 3, 1875	18	458	1	$200,000 00	1875	$249,000 00			$249,000 00
						1876	151,000 00			151,000 00
For the improvement of the Mississippi River between the mouths of the Illinois and Ohio Rivers; ($15,000 of which are to be expended between the mouths of the Illinois and Missouri Rivers, and $30,000 of which are to be expended between the foot of Dickey Island and the mouth of the Ohio River, and $5,000 of which are to be expended between Islands Number Fourteen and Number Fifteen, near the town of Kaskaskia, Ills)	Aug. 14, 1876	19	137	1	200,000 00	1877	121,000 00			121,000 00
						1878	79,000 00			79,000 00
For the improvement of the Mississippi River between the mouths of the Ohio and Illinois Rivers; of which $20,000 shall be expended between the mouths of the Illinois and Missouri, $75,000 for constructing dam at Cahopia Chute, opposite Saint Louis, $40,000 between the foot of Dickey's Island and the mouth of the Ohio River, and $10,000 between Islands Number Fourteen and Fifteen, near the town of Kaskaskia, Ills	June 18, 1878	20	154	1	240,000 00	1879	240,000 00			240,000 00
For improving the Mississippi River between the mouths of the Illinois and Ohio Rivers; of which $15,000 shall be expended between the mouths of the Illinois and Missouri Rivers, $30,000 between the foot of Dickey's Island and the mouth of the Ohio River, and $8,000 between Islands Number Fourteen and Fifteen, near the town of Kaskaskia, Ills	Mar. 3, 1879	20	366	1	200,000 00	1880	166,000 00			166,000 00
For improving the Mississippi River between the mouths of the Illinois and Ohio Rivers; $20,000 of which shall be expended at Kaskaskia Bend, and $15,000 may be expended on the harbor at Alton	June 14, 1880	21	188	1	250,000 00	1881	251,000 00			251,000 00
For improving the Mississippi River between the mouths of the Illinois and Ohio Rivers, Illinois and Missouri	Mar. 3, 1881	21	478	1	600,000 00	1882	558,000 00			558,000 00
*Saint Louis.**										
For a pier to give direction to the current of the Mississippi River near the city of Saint Louis, Mo	July 4, 1836	5	130	1	15,000 00					
For the erection of a pier in the Mississippi River near Saint Louis, including the sum of $15,000 appropriated for that purpose at the last session of Congress	Mar. 3, 1837	5	190	1	35,000 00	1837	2,834 12			2,834 12
						1838	47,165 88			47,165 88
For removing obstructions to the navigation in the harbor of Saint Louis	June 11, 1844	5	661		25,000 00	1845	2,291 00			1,664 70
						1847		$5 50		
						1851		620 80	$23,335 30	
For the improvement of the channel of the Mississippi River opposite the city of Saint Louis, Mo., by the construction of a low dam across the channel east of Arsenal Island, known as Cahokia Chute, and in the revetment of said island	Aug. 14, 1876	19	136	1	29,600 00	1877	25,000 00			25,000 00
						1878	4,600 00			4,600 00
For ice harbor at Saint Louis, Mo.: *Provided*, That no part of this sum shall be expended until a board of engineers shall have been convened and determined upon a plan for the construction of the work	June 14, 1880	21	192	1	50,000 00					

For ice harbor at Saint Louis, Mo	Mar. 3, 1881	21	471	1	10,000 00						
Cape Girardeau.											
For improving the Mississippi River at or near Cape Girardeau and Minton's Point, Missouri	June 14, 1880	21	191	1	20,000 00	1881	20,000 00				20,000 00
	Mar. 3, 1881	21	478	1	10,000 00	1882	10,000 00				10,000 00
Cairo to the Passes.											
For the improvement of the Mississippi River, in accordance with the plan therefor recommended in Ex. Doc. No. 58, 2d sess. 46th Cong., by the Mississippi River Commission, to be expended by the Secretary of War, with the advice and under the supervision of said commission†	Mar. 3, 1881	21	474	.....	1,000,000 00	1881	175,000 00				175,000 00
	.....	.....	.....	.....	.....	1882	825,000 00				825,000 00
Memphis.											
For improving harbor and the Mississippi River at Memphis, Tenn	June 18, 1878	20	157	1	46,000 00	1879	46,000 00				46,000 00
	Mar. 3, 1879	20	366	1	37,000 00	1880	25,000 00				25,000 00
	June 14, 1880	21	182	1	15,000 00	1881	27,000 00				27,000 00
	Mar. 3, 1881	21	471	1	15,000 00	1882	15,000 00				15,000 00
Vicksburgh.											
For improving Mississippi River at and near Vicksburgh, and protection of harbor at Vicksburgh, Miss	June 18, 1878	20	157	1	84,000 00	1879	60,000 00				60,000 00
	Mar. 3, 1879	20	366	1	50,000 00	1880	74,000 00				74,000 00
	June 14, 1880	21	181	1	20,000 00	1881	20,000 00				20,000 00
	Mar. 3, 1881	21	470	1	75,000 00	1882	55,000 00				55,000 00
Natchez and Vidalia.											
For improving Mississippi River at Natchez and Vidalia, Miss	June 14, 1880	21	190	1	40,000 00	1881	40,000 00				40,000 00
	Mar. 3, 1881	21	478	1	50,000 00	1882	45,000 00				45,000 00
New Orleans.											
For improving harbor at New Orleans, La., including cost of surveys and estimates	June 18, 1878	20	155	1	50,000 00	1879	35,000 00				35,000 00
For improving harbor at New Orleans	Mar. 3, 1879	20	365	1	60,000 00	1880	17,500 00				17,500 00
	June 14, 1880	21	182	1	75,000 00	1881	17,500 00				17,500 00
	Mar. 3, 1881	21	470	1	75,000 00	1882	50,000 00	10 00			49,990 00
Improving mouth of the river.											
For increasing the depth of water in the mouth of the Mississippi River by closing some of the passages leading out of it, or by cutting a ship channel, or by any other means which shall be deemed expedient by the Secretary of War, with the approbation of the President of the United States; the said sum to be expended in whole or in part, as may be thought proper by the War Department, after the necessary survey shall have been made	July 4, 1836	5	130	.....	75,000 00	1836	2,000 00				2,000 00
For continuing the works for the removal of the obstructions to the navigation of the Mississippi River at its mouth	Mar. 3, 1837	5	190	.....	210,000 00	1837	117,050 00				117,050 00
	.....	.....	.....	.....	.....	1838	161,000 00				161,000 00
	.....	.....	.....	.....	.....	1839	4,950 00				4,452 03
	.....	.....	.....	.....	.....	1844	.....	497 97	497 97	.....	.....
For opening a ship channel of sufficient capacity to accommodate the wants of commerce through the most convenient pass leading from the Mississippi River into the Gulf of Mexico; and it shall be the duty of the Secretary of War to apply said moneys to the opening of said ship channel by contract, and at an early day in the next session of Congress to report the progress of the work, the amount necessary to complete it, and an estimate of the annual cost of keeping said channel open, and any contract made shall be limited to the amount hereby appropriated	Aug. 30, 1852	10	57	.....	75,000 00	1853	1,000 00				1,000 00
	.....	.....	.....	.....	.....	1854	74,000 00				74,000 00

* See also "Between the mouth of the Illinois and the mouth of the Ohio."

† See "Mississippi River Commission," *post.*

Statement of appropriations and expenditures for river sand harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
MISSISSIPPI RIVER—Continued.										
Improving mouth of the river—Continued.										
For opening and keeping open ship channels of sufficient capacity to accommodate the wants of commerce through the South west Pass and Pass à l'Outre, leading from the Mississippi River into the Gulf of Mexico	July 8, 1856	11	24	1	$330,000 00	1857	$4,000 00			$4,000 00
						1858	128,500 00			128,500 00
						1859	127,055 04			127,055 04
						1860	32,062 02			32,062 02
						1861	38,191 02	$5,014 10		33,176 92
						1862	4,750 00			1,758 47
						1864		157 47		
						1865		2,834 06	$3,447 55	
For improving the mouth of the Mississippi River	June 23, 1866	14	72	1	75,000 00					
	Mar. 2, 1867	14	420	1	200,000 00	1867	41,200 00			41,200 00
						1868	215,000 00			215,000 00
						1869	18,350 00			18,350 00
						1870	15,159 71	15,000 00		159 71
	July 11, 1870	16	225	1	300,000 00					
	Mar. 3, 1871	16	540	1	125,000 00	1871	172,490 38	09		172,490 29
						1872	244,800 00	83 00		244,717 00
	June 10, 1872	17	372	1	155,000 00					
	Mar. 3, 1873	17	563	1	125,000 00	1873	203,000 00			203,000 00
	Apr. 3, 1874	18	26		30,000 00	1874	115,000 00			115,000 00
	June 23, 1874	18	240	1	130,000 00					
To pay the claim of Horace Tyler of New Orleans	Mar. 3, 1873	17	740		34,988 53	1873	34,988 53			34,988 53
For the improvement of the mouth of the Mississippi River: *Provided*, That this appropriation shall cease to be available when its necessity is superseded by any work of improvement authorized by law	Mar. 3, 1875	18	458	1	250,000 00	1875	140,083 00	10 00		140,073 00
						1876	233,108 00			233,108 00
For the improvement of the mouth of the Mississippi River	Aug. 14, 1876	19	138	1	100,000 00	1877	91,902 20	20		91,902 00
						1878	15,000 00			14,950 00
						1882		50 00		
Gauging the waters.										
For the annual expense of gauging the waters of the Lower Mississippi and its tributaries, and for continuing observations of the rise and fall of the same, as required by joint resolution of February 21, 1871	Aug. 14, 1876	19	137	1	5,000 00	1877	5,000 00			5,000 00
	June 18, 1878	20	153	1	5,000 00	1879	5,000 00			5,000 00
	Mar. 3, 1879	20	366	1	5,000 00	1880	5,000 00			5,000 00
	June 14, 1880	21	188	1	5,000 00	1881	4,000 00			4,000 00
	Mar. 3, 1881	21	478	1	5,000 00	1882	6,000 00			6,000 00
Survey of the Delta.										
For the topographical and hydrographical survey of the Delta of the Mississippi, with such investigations as may lead to determine the most practicable plan for securing it from inundation, and the best mode of so deepening the passes at the mouth of the river as to allow ships of twenty feet draught to enter the same	Sept. 30, 1850	9	539	1	50,000 00	1851	34,788 89			34,788 89
						1852	15,211 11			15,211 11
For continuing the topographical and hydrographical survey of the Delta of the Mississippi, with such investi-	Aug. 31, 1852	10	107	1	50,000 00	1853	6,510 00			6,510 00
						1854	1,400 00			1,400 00
						1855	42,090 00			41,029 98
						1858	33,960 50	33,960 50		
						1859	295 24	295 24		

gations as may lead to determine the most practicable plan for securing it from inundation						1860		1,060 02		
						1861	1,060 02			600 93
						1865		454 66	454 66	
						1871		4 43		
						1872			4 43	
The act of June 23, 1874, provides, "That a board of engineers, to be composed of three from the Army, one from the Coast Survey, and three from civil life, be appointed by the President; which said board shall make a survey of the mouth of the Mississippi River, with a view to determine the best method of obtaining and maintaining a depth of water sufficient for the purposes of commerce, either by a canal from said river to the waters of the Gulf, or by deepening one or more of the natural outlets of said river; and said board shall make a full and detailed estimate and statement of the cost of each of said plans, and shall report the same, together with their opinion thereon, showing which of all said plans they deem preferable, giving their reasons therefor to the Secretary of War, to be presented at the commencement of the 2d session of the 43d Congress"	June 23, 1874	18	244	3	25,000 00	1875	25,381 62	535 74		24,845 88
						1876	130 00	1 00		129 00
						1877			25 12	
Examination and surveys at South Pass. To ascertain in current and next fiscal years, as required by act of March 3, 1875, the depth of water and width of channel secured and maintained, from time to time, by James B. Eads, at South Pass of Mississippi River, and to enable the Secretary of War to report during the construction of the work the payments made from time to time, and the probable times of other payments, and to report during the construction of the work all important facts relating to the progress of the same, materials used, and the character and permanency with which the said jetties and auxiliary works are being constructed	Aug. 14, 1876	19	138	1	15,000 00	1877	15,000 00			15,000 00
To ascertain the depth of water and width of channel secured and maintained, from time to time, by James B. Eads, at the South Pass of the Mississippi River, and to enable the Secretary of War to report during the construction of the work the payments made from time to time, and the probable times of other payments, and to report during the construction of the work all important facts relating to the progress of the same, materials used, and the character and permanency with which the said jetties and auxiliary works are being constructed, as required by act approved March 3, 1875, and act approved June 19, 1878, which impose on the engineer officer the duty of certifying to the correctness of expenditures for labor, material, and so forth, amounting to $500,000, to be paid Mr. Eads in monthly installments	June 18, 1878	20	160	1	15,000 00	1879	12,758 03			12,758 03
	Mar. 3, 1879	20	365	1	24,000 00	1880	25,257 07	325 86		24,931 21
	June 14, 1880	21	189	1	20,000 00	1881	13,769 88	2,909 86		10,860 02
	Mar. 3, 1881	21	479	1	19,000 00	1882	16,847 48			16,847 48
Jetties at the South Pass. The act of March 3, 1875, provides, "That James B. Eads, of Saint Louis, Missouri, be, and he is hereby, authorized, with such others as may be associated with him, on the conditions hereinafter mentioned, to construct such permanent and sufficient jetties and such auxiliary works as are necessary to create and permanently maintain, as hereinafter set forth, a wide and deep channel between the South Pass of the Mississippi River and the Gulf of Mexico, and for that purpose he may construct, in the river, outlet, or pass, and likewise in the Gulf of Mexico, such walls, jetties, dikes, levees, and other structures, and employ such boats, rafts, and appliances, as he may, in the prosecution of said work, deem necessary: *Prorided*, That no such structures or means employed shall hinder, delay, or materially interfere with the free navigation of										

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large.			Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
		Volume.	Page.	Section.						
MISSISSIPPI RIVER—Continued.										
Jetties at the South Pass—Continued.										
said pass; and, to protect his said works, he may build, and maintain such levees, or embankments as may be necessary to secure their permanency along the banks of the river or South Pass: *Provided further*, That unless the construction of the proposed work shall be substantially commenced within eight months from the date of the approval of this act, and prosecuted with due diligence, the provisions contained herein in relation to the said South Pass shall be null and void; and unless the said Eads and his associates shall secure a navigable depth of 20 feet of water through said pass within thirty months after the date of the approval of this act, Congress may revoke the privileges herein granted in relation to the said South Pass and cancel the obligations herein assumed by the United States. And Congress may revoke the privileges herein granted in relation to the said South Pass, and cancel the obligations herein assumed by the United States, unless the said Eads and his associates shall, after securing 20 feet of water, secure an additional depth of not less than 2 feet during each succeeding year thereafter, until 26 feet shall have been secured; and in case said Eads and his associates shall fail to comply with the foregoing conditions, as to depth of water, and time for and period of twelve months in excess of the time fixed, as aforesaid, then the privileges herein granted, and the obligations herein assumed in relation to the said South Pass, shall absolutely become absolutely null and void without action by Congress. That the conditions herein prescribed being fully complied with, the United States hereby promise and agree to pay to said Eads, or to his assigns or legal representatives, $5,250,000 for constructing said works and obtaining a depth of 30 feet in said channel, and the annual sum of $100,000 for each and every year that said depth of 30 feet shall be maintained by the jetties and auxiliary works aforesaid in said South Pass during twenty years after first securing the said depth. Payments shall be made on certified statements of an engineer officer, who shall be detailed by the Secretary of War, and whose duty it shall be to report the depth of water and width of channel secured and maintained from time to time in said channel, together with such other information as the Secretary of War may direct. When a channel of 20 feet in depth, and of not less than 200 feet in width, shall have been obtained by the action of said jetties and auxiliary works, $500,000 shall be paid; and when a channel of 22 feet in depth and 200 feet in width shall have been obtained by the action of said jetties and auxiliary works, $500,000 shall be paid. When a channel 24 feet in depth, and not less than 250 feet in width, shall have been obtained, there shall be paid $500,000; and and after said depth and width shall have been maintained during twelve consecutive months, there shall be paid $250,000 with 5 per cent. per annum interest from the date when said 24 feet were first obtained. When a									

channel 25 feet in depth, and not less than 300 feet in width shall be obtained, there shall be paid $500,000; and when a channel of said depth and width shall have been maintained for twelve months consecutively, $250,000 shall be paid with interest at 5 per cent. per annum from the date when said channel was first obtained. When a channel 28 feet in depth and not less than 350 feet in width shall be obtained, there shall be paid $500,000; and after said depth and width shall have been maintained for twelve months consecutively, $250,000 shall be paid with interest at 6 per cent. per annum from the date when said 28 feet were first obtained. When a channel 30 feet in depth and not less than 350 feet in width shall be obtained, there shall be paid $500,000; and after such depth and width shall have been maintained for twelve months consecutively, there shall be paid $500,000 with interest at 5 per cent. per annum from the date when a channel of said depth and width was first obtained; making a total aggregate of $4,250,000 for the aforesaid payments, the respective depths and widths of channel being measured at average flood-tide, as ascertained and determined by the Secretary of War. When a channel 30 feet in depth and 350 feet in width shall have been obtained by the effect of said jetties and auxiliary works aforesaid, the remaining $1,000,000 shall be deemed as having been earned by said Eads and associates; but said amount shall remain as security in the possession of the United States for the purposes hereinafter set forth, interest at 5 per cent. per annum on the same being payable to said Eads, his assigns and legal representatives, semi-annually, from the date when a channel of 30 feet in depth and 350 feet in width shall have been first secured, so long as said money, or any part thereof, is held by the United States. That after said channel of 30 feet in depth and of not less than 350 feet in width shall have been secured, $100,000 per annum shall be paid in equal quarterly payments during each and every year that said channel of 30 feet in depth and 350 feet in width shall have been maintained by said Eads and his associates by the effect of said jettees and auxiliary works aforesaid in said pass, for a period of twenty years, dating from the date on which said channel of 30 feet in depth and 350 feet in width shall be first secured: *Provided, however*, That no part of such annual compensation shall be paid for any period of time during which the channel of said pass shall be less than 30 feet in depth and 350 feet in width, as hereinbefore specified. That the said channel of 30 feet in depth and 350 feet in width having been maintained for ten years, one-half of the $1,000,000 hereinbefore mentioned shall be released and paid to said Eads, his assigns or legal representatives; and said depth and width having been maintained for ten additional years, the remaining half of the said $1,000,000 shall be released and paid as aforesaid. And if any of said money shall have been paid under the provisions of this act as hereinafter provided, then the residue shall be paid at the times above stated. That in case said Eads and associates in order to maintain a channel of 30 feet in depth and 350 feet in width, shall deem it necessary to expend on said work, during any one or more of said twenty years, any money in excess of the annual payments received by them during said year or years under this act, the Secretary of War shall, on satisfactory proof of such expenditures, authorize, as often as such extra expenditures may require, the payment of the same from the said money in pledge, to said Eads or his legal representatives. And such payments shall be made from the $500,000 to be released at the end of ten years before any payment shall be made from the $500,000 to be released at the end of twenty years; and if any failure to maintain said channel

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large.			Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
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MISSISSIPPI RIVER—Continued.										
Jetties at the South Pass—Continued.										
of 30 feet in depth and 350 feet in width shall occur, the date for releasing the said money held in pledge shall be postponed for an equal period of time, and the compensation for maintaining said channel shall cease until said depth and width shall be again restored, the maintenance of a channel of 30 feet in depth and 350 feet in width for twenty years, exclusive of all such periods of failure, being intended by this act. And at any time after said jetties shall have been completed, and said channel of 30 feet in depth and 350 feet in width shall have been obtained, that the United States may elect to pay the said $1,000,000, and stop the payment of said interest and said annual sum of $100,000 for the maintenance of said depth and width, said United States shall have the right to do so on payment of said money held as security and in pledge as aforesaid, together with the interest and annual compensation for maintenance which may be earned at the date of such final payment; and on such payment being made by the United States the supervision and maintenance of said jetties and auxiliary works by said Eads and associates, and all liability on their part, shall cease and determine. That in order to facilitate the proper location of said jetties, which shall not be less than 700 feet apart, and to correctly determine such effects as may be produced by them, the Chief of the Coast Survey shall, as soon as practicable, cause a careful topographic and hydrographic survey to be made of said pass and bar, and shall submit the same to the Secretary of War, who shall furnish to said Eads the results of any such survey. And the sum of $5,000 is hereby appropriated out of any money in the Treasury not otherwise appropriated for said survey and examination. That any person maliciously or intentionally injuring said works, or interfering with the construction thereof, shall be deemed guilty of a misdemeanor, and may be tried for such offense before the district court of the United States for the district wherein such offense may be committed; and, if found guilty, he shall be liable to a fine not exceeding $1,000, or to imprisonment for not more than two years, or to both fine and imprisonment as aforesaid, for each offense. That the said Eads and his associates shall have the right under such regulations as the Secretary of War shall prescribe, to use any materials on the public lands of the United States that shall be suitable for, and may be needed in, the construction of said works. That in case of death or other disability of said Eads before the completion of said works, the same shall be prosecuted and completed by his legal representatives and his associates aforesaid, with the same powers, rights, obligations, and compensations as if done by him in person. That the Secretary of War be, and he is hereby, authorized and directed to carry into effect the provisions of this act on behalf of the United States, and when the said Eads and his associates shall, from time										

to time, have fulfilled on their part the several foregoing conditions of this act, to draw his warrants upon the Treasury of the United States in favor of said Eads, or his legal representatives in payment of the aforesaid amounts as they respectively become due by the provisions of this act. And it shall be the duty of the Secretary of War to embody in his annual reports the payments made from time to time under this act, and the probable times when other payments will become due, and to report during the construction of the works herein authorized all important facts relating to the progress of the same, the materials used and the character and permanency with which the said jetties and auxiliary works are being constructed, to the end that the Congress of the United States may be kept fully advised as to the faithfulness and efficiency with which the said works are being executed by the said Eads and associates, it being expressly understood that while said Eads shall be untrammeled in the exercise of his judgment and skill in the location, design, and construction of said jetties and auxiliary works, the intent of this act is not simply to secure the wide and deep channel first above named, but likewise to provide for the construction of thoroughly substantial and permanent works by which said channel may be maintained for all time after their completion. And in case the Secretary of War shall be of the opinion that this work is not being constructed according to the spirit and intent of this act, he shall report the same to the President, who shall appoint a commission, consisting of an officer of the Army, an officer of the Navy, and a competent person from civil life, to inspect and examine the works being constructed by said Eads and his associates; and in case the said commission shall report that the works are being constructed upon a design that will not be of a substantial and permanent character when completed, all the facts in the case shall be laid before Congress at the earliest possible moment, and payments upon said works shall be suspended until Congress shall otherwise order. That the option of discharging the obligations herein assumed by the United States, either in money or bonds, is expressly reserved; and the Secretary of the Treasury is hereby directed to issue the bonds of the United States, bearing 5 per cent. interest, of the character and description set out in the act entitled, 'An act to authorize the refunding of the public debt,' approved July 14, 1870, to said Eads or his legal representatives, in payment at par of the aforesaid warrants of the Secretary of War, unless the Congress of the United States shall have previously provided for the payment of the same by the necessary appropriations of money: *Provided*, That in no case shall the Government of the United States be liable for any losses incurred by said Eads and his associates in the performance of the work herein mentioned, nor shall any payments thereon be made in excess of the sums nor contrary to the terms hereinbefore prescribed"	Mar. 3, 1875	18	463–6	4	$500,000 00	1877	$500,000 00	.....	.....	$500,000 00
	.....	....	.....	.....	*500,000 00	1877	*500,000 00	.....	.....	*500,000 00
The act of March 3, 1877, provides that "The requisite amount is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to pay all money that may become due and owing to James B. Eads and his associates, or that may become payable to said Eads, his assigns or legal representatives, in accordance with the provisions of the act approved March 3, 1875, and the act amendatory thereof, prior to February 1, 1878"	Mar. 3, 1877	19	358	.....	1,000,000 00	1878	1,000,000 00	.....	.....	1,000,000 00
The act of June 19, 1878, provides, "That the fourth and succeeding sections of an act entitled 'An act making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes,' approved March 3, 1875, authorizing										

* Paid February 10, 1877, by the issue of 5 per cent. bonds of the "Funded loan of 1881."

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large.			Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
		Volume.	Page.	Section.						
MISSISSIPPI RIVER—Continued.										
Jetties at the South Pass—Continued.										
James B. Eads and his associates to create and permanently maintain a wide and deep channel between the South Pass of the Mississippi River and the Gulf of Mexico, be, and they are hereby, amended so as to provide that payment shall be made to said Eads, his assigns or legal representatives, as follows, namely: SEC. 2. The Secretary of War is hereby authorized and directed to draw his warrant upon the Secretary of the Treasury of the United States in favor of James B. Eads, his assigns or legal representatives, for the sum of $500,000, so soon as the said Eads, his lawful assigns or legal representatives, shall file with the said Secretary of War a relinquishment of all claim to the payment of $500,000 provided by the hereinbefore-recited act to be paid when a channel 24 feet in depth and not less than 250 feet in width shall have been obtained. And the Secretary of the Treasury is hereby authorized and directed to pay to said Eads, his lawful assigns or legal representatives, the sum for which said warrant is drawn. SEC. 3. The Secretary of War is further hereby authorized and directed, upon his approval of the engineers' statement in this section mentioned, to draw his warrant upon the Secretary of the Treasury of the United States in favor of said James B. Eads, his lawful assigns or legal representatives, monthly, for such sums, not exceeding in the aggregate the gross sum of $500,000, as he or they may require in the prosecution of the works authorized by said hereinbefore-recited act, to pay for materials furnished, labor done, and expenditures incurred, from and after the passage of this act, in the construction of said works: *Provided*, That said Eads, or his legal representatives, shall file in the office of the Secretary of War, with each requisition made by him or them, a certified statement, which shall be made by the engineer officer provided for in said act, that the requisition is for the amount of work properly done, materials furnished, and expenditures incurred in the prosecution of the work: *And provided*, That said Eads, his lawful assigns or legal representatives, shall file with the Secretary of War a relinquishment of all claim to the deferred payment of $250,000 provided by the hereinbefore-recited act to be paid when a channel 24 feet in depth and not less than 250 feet in width shall have been maintained for twelve months consecutively: *And provided further*, That said Eads, his lawful assigns or legal representatives, shall, from time to time, as monthly instalments of the remaining $250,000 are paid, file with the Secretary of War a relinquishment of like amounts, to be deducted from the payment of $500,000 provided by the hereinbefore-recited act, to be paid when a channel 26 feet in depth and not less than 300 feet in width shall have been obtained. And the Secretary of the Treasury is hereby authorized and directed to pay to said Eads, his lawful assigns or legal representatives, the sums for which said warrants are									

drawn. All other payments to said James B. Eads, his lawful assigns or legal representatives, are to be made under and in pursuance of the provisions of the hereinbefore-recited act; the whole of said act, except as the same is hereby expressly modified or amended, to have the same force and effect as if this act had not been passed. SEC. 4. The President of the United States is hereby authorized and directed to convene a board of five engineers of the Army, which said board shall visit the works in process of construction by said James B. Eads at the South Pass of the Mississippi River, and make an examination of the same, and make a full report of the progress made in the construction of the works, the probable cost of their completion, and the results produced, or that may properly be produced by them, their probable permanency, and of the advisability of any modification of the terms of the act under which said Eads is constructing said works, so far as regards dimensions of channel through the jetties, and of the terms of payment for the same; which said report shall be submitted to the Secretary of War, to be presented at the next session of Congress"	June 19, 1878	20	168–9	1–4						
The act of June 20, 1878, provides that, "The requisite amount is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to pay all money that may become due and owing to James B. Eads and his associates, or that may become payable to said Eads, his assigns or legal representatives, in accordance with the provisions of the act approved March 3, 1875, and the act amendatory thereof, prior to February 1, 1879"	June 20, 1878	20	223–4	1						
The act of March 3, 1879, provides, "That the fourth and succeeding sections of an act entitled 'An act making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes,' approved March 3, 1875, authorizing James B. Eads and his associates to create and permanently maintain a wide and deep channel between the South Pass of the Mississippi River and the Gulf of Mexico be, and they are hereby, amended so as to provide in lieu of the payments therein provided, that payment of said Eads or his legal representatives shall be made as follows, namely: The Secretary of War is hereby authorized and directed to draw his warrant upon the Secretary of the Treasury of the United States in favor of said James B. Eads or his legal representatives for the sum of $750,000, which said sum is hereby appropriated; and the Secretary of the Treasury is hereby authorized and directed to pay to said Eads or his legal representatives, out of any money in the Treasury not otherwise appropriated, the sum for which said warrant is drawn. When a channel shall have been obtained by the action of the jetties and auxiliary works authorized by said act 25 feet in depth and not less than 200 feet in width at the bottom, through the said jetties, there shall be paid $500,000. When a channel shall have been obtained through the jetties 26 feet in depth, and not less than 200 feet in width at the bottom, there shall be paid $500,000. When a channel 30 feet in depth, without regard to width, shall have been obtained through the jetties, there shall be paid $500,000; and the $1,000,000 provided by the hereinbefore-recited act to be paid by the United States in ten and twenty years shall be earned by said Eads and his associates, and the same, with interest, shall be paid to said Eads, or his legal representatives, at the times and in the manner provided by said act. The $100,000 per annum provided by said recited act to be paid to said Eads and his associates during a period of twenty years shall be paid at the times and in the manner therein provided, upon the maintenance by said Eads and his associates of a channel through the jetties 26 feet in depth,										

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large.			Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
		Volume.	Page.	Section.						
MISSISSIPPI RIVER—Continued.										
Jetties at the South Pass—Continued.										
not less than 200 feet in width at the bottom, and having through it a central depth of 30 feet without regard to width. Nothing herein contained shall be so construed as to repeal or in anywise affect the provisions of the amendatory act approved June 19, 1878, by which said Eads is entitled to receive certain moneys to pay for materials furnished, labor done, and expenditures incurred in the construction of the work at the mouth of the Mississippi River; and the whole of the hereinbefore-recited act, approved March 3, 1875, except as the same is hereby expressly modified or amended, or has by act heretofore passed been modified or amended, shall be and remain in full force, and have the same effect as if this act had not been passed"	Mar. 3, 1879	20	376	9	.....	.....	.....	.....	.....	.....
The act of May 13, 1879, provides, "That the requisite amount is hereby appropriated, out of any money in the Treasury not otherwise appropriated. to enable the Secretary of War to cause to be paid all money that may become due and owing to James B. Eads and his associates, or that may become payable to said Eads, his assigns or legal representatives, in accordance with the provisions of the act approved March 3, 1875, and the acts amendatory thereof, and to continue the monthly payments in the manner and to the full extent of the amount specified in the act approved June 19, 1878, chapter 313, Statutes at Large: *Provided*, That nothing herein contained shall be held or construed as waiving or impairing any right which the United States may have under the original act hereinbefore referred to or the several acts amendatory thereof: *And provided further*, That nothing in this act shall be construed as making an appropriation for the payment of the $1,000,000 which, by the provisions of the act of March 3, 1875, are to remain as security in the possession of the United States and only to become payable, one-half at the end of ten years and the residue at the end of twenty years after the completion of the work provided for in said acts, as ascertained and determined by the Secretary of War".	May 13, 1879	21	4	.....	$1,750,000 00	1879	$1,750,000 00	.....	.....	$1,750,000 00
	.....	.....	.....	.....	1,100,000 00	1880	1,100,000 00	.....	.....	1,100,000 00
	.....	.....	.....	.....	125,000 00	1881	125,000 00	.....	.....	125,000 00
	.....	.....	.....	.....	175,000 00	1882	175,000 00	.....	.....	175,000 00
Mississippi River Commission.										
The act of June 28, 1879, provides, "That a commission is hereby created, to be called 'The Mississippi River Commission,' to consist of seven members. SEC. 2. The President of the United States shall, by and with the advice and consent of the Senate, appoint seven commissioners, three of whom shall be selected from the Engineer Corps of the Army, one from the Coast and Geodetic Survey, and three from civil life, two of whom shall be civil engineers. And any vacancy which may occur in the commission shall in like manner be filled by the President of the United States; and he shall designate one of the commissioners appointed from the Engineer Corps of the										

Army to be president of the commission. The commissioners appointed from the Engineer Corps of the Army and the Coast and Geodetic Survey shall receive no other pay or compensation than is now allowed them by law, and the other three commissioners shall receive as pay and compensation for their services each the sum of $3,000 per annum; and the commissioners appointed under this act shall remain in office subject to removal by the President of the United States. SEC. 3. It shall be the duty of said commission to direct and complete such surveys of said river, between the Head of the Passes, near its mouth, to its headwaters, as may now be in progress, and to make such additional surveys, examinations, and investigations, topographical, hydrographical, and hydrometrical, of said river and its tributaries, as may be deemed necessary by said commission to carry out the objects of this act. And to enable said commission to complete such surveys, examinations, and investigations, the Secretary of War shall, when requested by said commission, detail from the Engineer Corps of the Army such officers and men as may be necessary, and shall place in the charge and for the use of said commission such vessel or vessels and such machinery and instruments as may be under his control, and may be deemed necessary. And the Secretary of the Treasury shall, when requested by said commission, in like manner detail from the Coast and Geodetic Survey such officers and men as may be necessary, and shall place in the charge and for the use of said commission such vessel or vessels and such machinery and instruments as may be under his control and may be deemed nece-sary. And the said commission may, with the approval of the Secretary of War, employ such additional force and assistants, and provide, by purchase or otherwise, such vessels or boats and such instruments and means as may be deemed necessary. SEC. 4. It shall be the duty of said commission to take into consideration and mature such plan or plans and estimates as will correct, permanently locate, and deepen the channel and protect the banks of the Mississippi River; improve and give safety and ease to the navigation thereof; prevent destructive floods; promote and facilitate commerce, trade, and postal service; and when so prepared and matured, to submit to the Secretary of War a full and detailed report of their proceedings and actions, and of such plans, with estimates of the cost thereof, for the purposes aforesaid, to be by him transmitted to Congress: *Provided*, That the commission shall report in full upon the practicability, feasibility, and probable cost of the various plans known as the jetty system, the levee system, and the outlet system, as well as upon such others as they deem necessary. SEC. 5. The said commission may, prior to the completion of all the surveys and examinations contemplated by this act, prepare and submit to the Secretary of War, plans, specifications, and estimates of costs for such immediate works as, in the judgment of said commission, may constitute a part of the general system of works herein contemplated, to be by him transmitted to Congress. SEC. 6 The Secretary of War may detail from the Engineer Corps of the Army of the United States an officer to act as secretary of said commission. SEC. 7. The Secretary of War is hereby authorized to expend the sum of $175,000, or so much thereof as may be necessary, for the payment of the salaries herein provided for, and of the necessary expenses incurred in the completion of such surveys as may now be in progress, and of such additional surveys, examinations, and investigations as may be deemed necessary, reporting the plans and estimates, and the plans, specifications, and estimates contemplated by this act, as herein provided for; and said sum is hereby appropriated for said purposes"	June 28, 1879	21	37–8	1–7	175,000 00	1880	162,000 00	.....	.....	162,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
MISSISSIPPI RIVER—Continued.										
Mississippi River Commission—Continued.										
For surveys and examinations and the necessary salaries and other expenses of the Mississippi River Commission..	June 16, 1880	21	271	.....	$150,000 00	1881	$163,015 00	$15 00	.....	$163,000 00
For salaries and traveling expenses of commission, office expenses, and reduction of work; for continuation of surveys and gaugings of Mississippi River and its tributaries; for permanent gauge-stations and borings; for publication of maps and results.....	Mar. 3, 1881	21	447	.....	150,000 00	1882	135,000 00	.....	.....	135,000 00
NOTE.—The act of March 3, 1881 (21 Statutes, 474), provides that "It shall be the duty of said commission to take into consideration, and of the Secretary of War to extend operations, under their supervision, to tributaries of the Mississippi River to the extent, and no further, that may be necessary, in the judgment of said commission, to the perfection of the general and permanent improvement of said Mississippi River; but this clause shall not be construed to interfere with the prosecution by the War Department of the improvement of said Mississippi River and its tributaries under general appropriations made therefor: *Provided*, That no portion of the sum hereby appropriated shall be used in the repair or construction of levees for the purpose of preventing injury to lands by overflow, or for any other purpose whatever except as a means of deepening or improving the channel of said river. And it shall be the duty of said commission to make report, on or before the first day of January next, to the Secretary of War, for transmission by him to Congress, of a detailed statement of the work done, and of the expenditure made from the sum hereby appropriated, with their judgment upon the effect of such work, and the general practicability and estimate of the total cost of such improvements along said river from Cairo to the head of the passes."										
Total	.....	.....	.....	.....	20,194,188 53	.....	19,668,035 03	131,039 31	28,244 60	19,536,995 72
Balance	.....	.....	.....	.....	.....	.....	.....	.....	628,948 21	

NOTE.—This balance of $628,948.21 is made up of balances of the following appropriations:

Reservoirs at headwaters	$135,284 95
Falls of Saint Anthony	1,000 00
Meeker's Island, lock and dam	25,000 00
Saint Paul to Des Moines	26,000 00
Dubuque Harbor	8,000 00
Rock Island Rapids	3,000 00
Rock Island Harbor	6,000 00
Des Moines Rapids	29,000 00
Des Moines Rapids to the mouth of the Illinois	65,000 00
Quincy Bay	12,000 00
Between the mouth of the Illinois and the mouth of the Ohio	75,000 00
Saint Louis	60,000 00
Vicksburgh	20,000 00
Natchez and Vidalia	5,000 00
New Orleans	140,010 00
Improving mouth of the river	50 00
Examination and surveys of South Pass	3,603 26
Mississippi River Commission	15,000 00
Total	628,948 21

Mississippi and Missouri Rivers.										
For the improvement of the Mississippi River above the mouth of the Ohio River, and for the Missouri River, to be expended in such manner, and for the removal of such obstructions, as the Secretary of War shall direct	July 2, 1836	5	68	.....	40,000 00	1836	8,000 00	.....	.....	8,000 00

For continuing the improvement of the Mississippi River above the mouth of the Ohio, and of the Missouri River	Mar. 3, 1837	5	190	1	40,000 00	1837	15,000 00			15,000 00
	July 7, 1838	5	270	1	20,000 00	1838	55,000 00			55,000 00
						1839	22,000 00			20,541 30
						1842		1,302 85		
						1844		155 85		
						1845			$1,458 70	
Total					100,000 00		100,000 00	1,458 70	1,458 70	98,541 30
Mississippi and Ohio Rivers.										
The act of May 24, 1824, provides, "That for the purpose of improving the navigation of the Mississippi River from the mouth of the Missouri to New Orleans, and of the Ohio River from Pittsburgh to its junction with the Mississippi, the President of the United States is hereby authorized to take prompt and effectual measures for the removal of all trees which may be fixed in the bed of said river; and, for this purpose, he is authorized to procure and provide, in that way which in his discretion may be most eligible, the requisite water-craft, machinery, implements, and force, to raise all such trees, commonly called 'planters, sawyers, or snags,' as may be found in the current of the said rivers at the lowest stage of water, and to saw or cut them off, as near as practicable, to the bottom of the stream; and where trees are found upon sand-bars, upon the points of islands, or near the bank of the river, which may, at the lowest stage of the water, endanger the safety of navigating said rivers, they shall in like manner be cut, removed, or sawed off; and all roots or limbs belonging to those parts of said trees, which are fastened in the earth, shall be carefully cut away"	May 24, 1824	4	33	2	75,000 00	1824	2,842 00			2,842 00
						1825	11,244 23			11,244 23
						1826	16,002 18		44,911 59	16,002 18
For improving the navigation of the Ohio and Mississippi Rivers	Mar. 2, 1827	4	216	2	44,911 59	1827	26,716 00			26,716 00
	May 23, 1828	4	289		50,000 00	1828	46,930 31			46,930 31
	Mar. 3, 1829	4	363	1	50,000 00	1829	48,000 00	799 40		47,200 60
	Apr. 23, 1830	4	395		50,000 00	1830	59,027 00	3 35		59,023 65
	Mar. 2, 1831	4	462		50,000 00					
For the improvement of the navigation of the Ohio and Mississippi Rivers from Pittsburgh to New Orleans, in removing the obstructions in the channels at the shoal places and ripples, and by such other means as may be deemed best for the deepening of the channels of the Ohio River; which said sum shall be expended under the direction of the President of the United States by the superintendent appointed to execute said works of improvement; and the President is hereby authorized and required to take bond, with approved security, in $50,000, conditioned for the faithful performance of the duties required of him under such instructions as may be given him for the improvement of the navigation of said rivers; and that an officer of engineers be associated with said superintendent, with authority to suspend the operation of any work, or payment of any account, until the order of the President is received	Mar. 2, 1831	4	462		150,000 00	1831	156,867 00			156,867 00
						1832	47,874 03			47,874 03
						1833	10,300 00			10,300 00
	July 2, 1836	5	69		17,800 05					
For the improvement of the navigation of the Ohio and Mississippi Rivers from Louisville to New Orleans	July 2, 1836	5	68		60,000 00	1836	77,790 05			77,790 05
	Mar. 3, 1837	5	190		60,000 00	1837	77,510 05	17,500 05		60,010 00
	July 7, 1838	5	270	1	70,000 00	1838	35,000 00	10,880 00		24,120 00
						1839	34,560 63			34,560 63
						1840	11,319 37			10,019 37
						1842		1,300 00		
						1845			1,300 00	
Total					677,711 64		661,982 85	30,482 80	46,211 59	631,500 05
Mississippi, Missouri, and Ohio Rivers.										
For improving the navigation of the Ohio, Missouri, and Mississippi Rivers	July 3, 1832	4	552	1	50,000 00	1832	39,100 00			39,100 00
	Mar. 2, 1833	4	648	1	50,000 00	1833	60,900 00			60,900 00
	June 28, 1834	4	703		50,000 00	1834	52,880 40	2,880 40		50,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Mississippi, Missouri, and Ohio Rivers—Contiuued.										
For improving the navigation of the Ohio River below the falls, and the Missouri and Mississippi Rivers	Mar. 3, 1835	4	754	.....	$50,000 00	1835	$50,000 00	.....	.....	$32,199 95
	.....	.....	.....	.....	.....	1836	.....	$17,800 05	.....	.....
For improving the navigation of the Ohio, Missouri, and Mississippi Rivers, and to replace the steam snag-boat Archimedes, sunk in the Mississippi River in November last	Mar. 3, 1837	5	190	1	23,000 00	1837	19,723 79	.....	.....	19,723 79
	.....	.....	.....	.....	.....	1838	21,000 00	.....	.....	21,000 00
	.....	.....	.....	.....	.....	1839	.....	.....	$76 26	.....
Total	.....	.....	.....	.....	223,000 00	.....	243,604 19	20,680 45	76 26	222,923 74
Mississippi, Missouri, Ohio, and Arkansas Rivers.										
For building and repairing the necessary boats, and for carrying on the improvements on the Mississippi, Missouri, Ohio, and Arkansas Rivers	Aug. 23, 1842	5	510	3	100,000 00	1842	16,000 00	.....	.....	16,000 00
For the continuation of improvements on the Mississippi, Missouri, Ohio, and Arkansas Rivers for the half year, $50,000, and for the fiscal year, $100,000	Mar. 1, 1843	5	606	1	50,000 00	1843	65,742 00	.....	.....	65,742 00
	Mar. 1, 1843	5	606	1	100,000 00	.....	.....	.....	.....	.....
For the improvement of the Ohio River below the falls at Louisville, and of the Mississippi, Missouri, and Arkansas Rivers	June 11, 1844	5	661	.....	180,000 00	1844	178,450 29	.....	.....	178,450 29
	.....	.....	.....	.....	.....	1845	146,230 00	18,426 33	.....	127,803 67
	.....	.....	.....	.....	.....	1846	51,527 13	9,523 09	.....	41,941 31
	.....	.....	.....	.....	.....	1850	.....	30 10	.....	.....
	.....	.....	.....	.....	.....	1852	1,481 39	1,481 39	30 10	.....
	.....	.....	.....	.....	.....	1856	.....	4 73	4 73	.....
	.....	.....	.....	.....	.....	1858	.....	27 90	27 90	.....
For improvement of the Mississippi, Missouri, Ohio, and Arkansas Rivers	June 23, 1866	14	72	1	550,000 00	1867	66,500 00	.....	.....	66,500 00
	.....	.....	.....	.....	.....	1868	202,419 25	.....	.....	202,419 25
	.....	.....	.....	.....	.....	1869	162,300 00	.....	.....	162,300 00
	.....	.....	.....	.....	.....	1870	41,673 65	.....	.....	41,673 65
For improvement of the Mississippi, Missouri, and Arkansas Rivers	July 11, 1870	16	225	1	150,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1871	16	540	1	150,000 00	1871	190,636 70	1,680 06	.....	188,956 64
	.....	.....	.....	.....	.....	1872	141,375 00	1,375 00	.....	140,000 00
	June 10, 1872	17	372	1	90,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	562	1	100,000 00	1873	117,162 46	.....	.....	117,162 46
	.....	.....	.....	.....	.....	1874	120,988 00	.....	.....	120,988 00
	June 23, 1874	18	239	1	100,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	458	1	100,000 00	1875	114,300 00	.....	.....	114,300 00
	.....	.....	.....	.....	.....	1876	85,000 00	.....	.....	85,000 00
For the improvement of the Mississippi, Missouri, and Arkansas Rivers: *Provided*, That $10,000 thereof shall be expended for removing the bar at Fort Smith, Arkansas, and that $40,000 shall be expended on the Missouri River, including improvements opposite Saint Joseph, Mo., and at Nebraska City	Aug. 14, 1876	19	137	1	100,000 00	1877	70,500 00	.....	.....	70,500 00
For the removal of snags and other obstructions from the Mississippi, Missouri, and Arkansas Rivers, and for the preservation of the government vessels in that service	Feb. 7, 1878	20	24	1	40,000 00	1878	70,200 00	.....	.....	70,200 00
For continuing operations, removing snags and other obstructions; of which $10,000 shall be used for removing the bar in the Arkansas River at Fort Smith	June 18, 1878	20	153	1	180,000 00	1879	180,000 00	.....	.....	180,000 00
For removing snags, sand bars, wrecks, and other obstructions, and correcting and deepening the channel; of which $100,000 shall be expended on the Mississippi River, $60,000 on the Missouri River, and $30,000 on the Arkansas River	Mar. 3, 1879	20	365	1	190,000 00	1880	190,000 00	.....	.....	190,000 00

For removing snags, wrecks, and other obstructions; of which $100,000 shall be expended on the Mississippi River, $65,000 on the Missouri, and $35,000 on the Arkansas	June 14, 1880	21	187	1	200,000 00	1881	200,000 00			200,000 00
For improving the Mississippi, Missouri, and Arkansas Rivers—removing snags, wrecks, and other obstructions; of which $80,000 shall be expended on the Mississippi River, $80,000 on the Missouri River, and $25,000 on the Arkansas River; and the work herein provided for shall be prosecuted at all seasons of the year, and especially between the first day of July and the first day of November of each year: *Provided*, That so much of said $80,000 hereby appropriated to the Missouri River as may be necessary shall be expended in the construction of a snag and dredge boat, to be used in said river, the balance to be expended in operating said boat	Mar. 3, 1881	21	473	1	185,000 00	1882	105,000 00			105,000 00
Total					2,565,000 00		2,517,485 87	32,548 60	62 73	2,484,937 27
Balance									80,000 00	
MISSOURI RIVER—*Dakota, Iowa, Kansas, Missouri, Montana, and Nebraska.*										
For the improvement of the navigation of the Missouri River	Aug. 30, 1852	10	56		40,000 00	1853	6,000 00			6,000 00
						1854	30,734 00			30,734 00
						1855	4,919 75	1,653 75		3,266 00
						1856	65 63	65 63		
						1859	1,204 94	1,204 94		
For the survey of the Missouri River from its mouth to Sioux City, and estimates for the improvement and maintenance of its navigation	June 18, 1878	20	153	1	50,000 00	1879	50,000 00			50,000 00
For survey of Missouri River from its mouth to Fort Benton, Mont	Mar. 3, 1879	20	366	1	30,000 00	1880	30,000 00			30,000 00
For survey of Missouri River from its mouth to Sioux City, Iowa, of which sum $5,000 may be used, in the discretion of the Secretary of War, in protecting the work done on said river at or near Sioux City	June 14, 1880	21	191	1	30,000 00	1881	26,000 00			26,000 00
For survey of Missouri River from its mouth to Fort Benton, Mont.: Continuing survey above Sioux City	Mar. 3, 1881	21	479	1	30,000 00	1882	34,000 00			34,000 00
For the improvement of the Missouri River: Removal of snags, wrecks, &c	June 18, 1878	20	153	1	70,000 00	1879	70,000 00			70,000 00
For the improvement of the Missouri River above the mouth of the Yellowstone	Aug. 14, 1876	19	136	1	20,000 00	1877	20,000 00			20,000 00
	June 18, 1878	20	154	1	30,000 00	1879	30,000 00			30,000 00
	Mar. 3, 1879	20	366	1	45,000 00	1880	33,000 00			33,000 00
	June 14, 1880	21	189	1	25,000 00	1881	33,800 00			33,800 00
	Mar. 3, 1881	21	479	1	40,000 00	1882	43,200 00			43,200 00
Vermillion.										
For improvement of Missouri River at Vermillion, Dak	Mar. 3, 1879	20	372	1	5,000 00	1879	2,500 00			2,500 00
						1880	2,500 00			2,500 00
	June 14, 1880	21	188	1	10,000 00	1881	10,000 00			10,000 00
	Mar. 3, 1881	21	479	1	15,000 00	1882	15,000 00			15,000 00
Sioux City.										
For improving the Missouri River at Sioux City, Iowa	June 18, 1878	20	158	1	12,500 00					
For improving the Missouri River at Sioux City; which sum shall be available on the passage of this act	Mar. 3, 1879	20	366	1	10,000 00	1879	17,500 00			17,500 00
						1880	5,000 00			5,000 00
For improving Missouri River at Sioux City: Continuing operations	June 14, 1880	21	188	1	8,000 00					
For improving Missouri River at Sioux City: For improvement of channel	Mar. 3, 1881	21	479	1	7,000 00	1881	9,000 00			9,000 00
						1882	6,000 00			6,000 00
Council Bluffs and Omaha.										
For the improvement of the Missouri River at Council Bluffs, Iowa, and Omaha, Nebr	June 18, 1878	20	154	1	50,000 00					
For improving the Missouri River at Omaha City, Nebr	June 18, 1878	20	158	1	30,000 00	1879	30,000 00			30,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Missouri River—Continued.										
Council Bluffs and Omaha—Continued.										
For improving the Missouri River at Council Bluffs, Iowa, and at Omaha, Nebr	Mar. 3, 1879	20	366	1	$50,000 00	1879	$65,000 00			$65,000 00
						1880	35,000 00			35,000 00
	June 14, 1880	21	188	1	20,000 00					
	Mar. 3, 1881	21	479	1	30,000 00	1881	22,000 00			22,000 00
						1882	27,000 00			27,000 00
Plattsmouth.										
For improving Missouri River at Plattsmouth, Nebr	June 14, 1880	21	188	1	10,000 00	1881	8,600 00			8,600 00
	Mar. 3, 1881	21	479	1	10,000 00	1882	11,400 00			11,400 00
Eastport and Nebraska City.										
For improving the Missouri River at Nebraska City, Nebr	June 18, 1878	20	154	1	20,000 00	1879	20,000 00			20,000 00
For the improvement of the Missouri River at Eastport, Iowa, and Nebraska City, Nebr	June 18, 1878	20	158	1	20,000 00					
	Mar. 3, 1879	20	366	1	30,000 00	1879	26,000 00			26,000 00
						1880	24,000 00			24,000 00
	June 14, 1880	21	188	1	14,000 00					
	Mar. 3, 1881	21	479	1	20,000 00	1881	18,000 00			18,000 00
						1882	16,000 00			16,000 00
Brownville.										
For improving Missouri River at Brownville, Nebr	June 14, 1880	21	188	1	10,000 00					
	Mar. 3, 1881	21	478	1	10,000 00	1881	14,000 00			14,000 00
						1882	6,000 00			6,000 00
Saint Joseph.										
For improving the Missouri River opposite or near Saint Joseph, Mo	June 18, 1878	20	154	1	50,000 00					
	Mar. 3, 1879	20	366	1	9,000 00	1879	55,000 00			55,000 00
						1880	4,000 00			4,000 00
	June 14, 1880	21	188	1	20,000 00	1881	20,000 00			20,000 00
	Mar. 3, 1881	21	479	1	20,000 00	1882	20,000 00			20,000 00
Atchison.										
For the improvement of the Missouri River at Atchison, Kans	June 18, 1878	20	158	1	20,000 00					
	Mar. 3, 1879	20	366	1	20,000 00	1879	28,000 00			28,000 00
						1880	12,000 00			12,000 00
	June 14, 1880	21	188	1	20,000 00					
	Mar. 3, 1881	21	478	1	20,000 00	1881	24,000 00			24,000 00
						1882	16,000 00			16,000 00
Fort Leavenworth.										
For the improvement of the Missouri River at Fort Leavenworth, Kans	June 18, 1878	20	158	1	25,000 00					
	Mar. 3, 1879	20	366	1	10,000 00	1879	28,000 00			28,000 00
						1880	7,000 00			7,000 00
	June 14, 1880	21	188	1	8,000 00					
	Mar. 3, 1881	21	479	1	8,000 00	1881	10,000 00			10,000 00
						1882	6,000 00			6,000 00

Kansas City.										
For improving Missouri River at or near Kansas City, Mo.	Mar. 3, 1879	20	372	1	30,000 00	1879	6,000 00			6,000 00
						1880	24,000 00			24,000 00
For continuing improvement; which sum may be expended on either side of the river, in the discretion of the engineer.	June 14, 1880	21	188	1	25,000 00					
For improving Missouri River at and near Kansas City...	Mar. 3, 1881	21	479	1	20,000 00	1881	29,000 00			29,000 00
						1882	16,000 00			16,000 00
For improving Missouri River from Kansas City to its mouth	Mar. 3, 1881	21	478	1	35,000 00	1882	35,000 00			35,000 00
Lexington.										
For improving Missouri River at Lexington, Mo	June 14, 1880	21	192	1	15,000 00					
	Mar. 3, 1881	21	479	1	10,000 00	1881	18,000 00			18,000 00
						1882	7,000 00			7,000 00
Glasgow.										
	Mar. 3, 1879	20	371	1	15,000 00	1879	6,000 00			6,000 00
						1880	9,000 00			9,000 00
For improving Missouri River at and near Glasgow, Mo..	June 14, 1880	21	188	1	20,000 00					
	Mar. 3, 1881	21	479	1	20,000 00	1881	26,000 00			26,000 00
						1882	14,000 00			14,000 00
Cedar City.										
	Mar. 3, 1879	20	371	1	10,000 00	1879	5,000 00			5,000 00
						1880	5,000 00			5,000 00
For improving Missouri River at Cedar City, Mo	June 14, 1880	21	188	1	15,000 00					
	Mar. 3, 1881	21	478	1	15,000 00	1881	19,000 00			19,000 00
						1882	11,000 00			11,000 00
Saint Charles.										
For improving Missouri River at Saint Charles, Mo	June 14, 1880	21	191	1	25,000 00	1881	25,000 00			25,000 00
	Mar. 3, 1881	21	479	1	15,000 00	1882	15,000 00			15,000 00
Total					1,301,500 00		1,303,424 32	$2,924 32		1,300,500 00
Balance									$1,000 00	
Monongahela River—Pennsylvania and West Virginia.										
For the improvement of the Monongahela River between Morgantown and New Geneva	June 10, 1872	17	372	1	25,000 00	1873	1,000 00			1,000 00
						1874	24,000 00			24,000 00
	Mar. 3, 1873	17	563	1	66,000 00					
For the improvement of the Upper Monongahela River near Morgantown, W. Va	June 23, 1874	18	240	1	25,000 00					
	Mar. 3, 1875	18	458	1	22,000 00	1875	20,000 00			20,000 00
						1876	60,000 00			60,000 00
						1877	33,000 00			33,000 00
For the improvement of Monongahela River, to be expended in completing lock and dam at Hoard's Rocks	June 18, 1878	20	155	1	25,000 00	1879	25,000 00			25,000 00
	Mar. 3, 1879	20	371	1	24,000 00	1880	24,000 00			24,000 00
For improving Monongahela River, at or near Laurel Run, according to plan recommended by engineer in charge	June 14, 1880	21	191	1	25,000 00	1881	3,000 00			3,000 00
For improving Monongahela River; but this sum shall not be expended until the Monongahela Navigation Company shall have undertaken in good faith the building of lock and dam No. 7, at Jacob's Creek, and until said company shall, in a manner satisfactory to the Secretary of War, give assurance of their ability and purpose to complete the same	Mar. 3, 1881	21	471	1	25,000 00	1882	10,000 00			10,000 00
Total					237,000 00		200,000 00			200,000 00
Balance									37,000 00	

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
New River—Virginia and West Virginia.										
For the improvement of New River from the lead mines in Wythe County, Virginia, to the mouth of Greenbrier River, West Virginia	Aug. 14, 1876	19	136	1	$15,000 00	1878	$15,000 00	.....	.....	$15,000 00
	June 18, 1878	20	152	1	15,000 00	1879	15,000 00	.....	.....	15,000 00
	Mar. 3, 1879	20	365	1	12,000 00	1880	12,000 00	.....	.....	12,000 00
For improving New River from mouth of Wilson, in Grayson County, Virginia, to mouth of Greenbrier River; of which $12,000 shall be expended in the continuation of the work from the mouth of the Greenbrier up; $7,000 in the continuation of the work formerly prosecuted on the river in Wythe County, and $5,000 between the lead mines in Wythe County and the mouth of Wilson in Grayson County	June 14, 1880	21	185	1	24,000 00	1881	24,000 00	.....	.....	24,000 00
For improving New River from lead mines in Wythe County, Virginia, to mouth of Greenbrier River; of which $15,000 shall be expended in the continuation of the work from the mouth of Greenbrier up, and $9,000 in the continuation of the work from the lead mines in Wythe County down	Mar. 3, 1881	21	470	1	24,000 00	1882	24,000 00	.....	.....	24,000 00
Total	.....	.....	.....	.....	90,000 00	.....	90,000 00	.....	.....	90,000 00
North Landing River—Virginia and North Carolina.										
For improving North Landing River, Virginia and North Carolina	Mar. 3, 1879	20	371	1	25,000 00	1880	25,000 00	.....	.....	25,000 00
	June 14, 1880	21	185	1	15,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1881	21	474	1	7,500 00	1881	20,000 00	.....	.....	20,000 00
	.....	.....	.....	.....	.....	1882	10,656 78	$8,156 78	.....	2,500 00
Total	.....	.....	.....	.....	47,500 00	.....	55,656 78	8,156 78	.....	47,500 00
Falls of the Ohio and Louisville Canal.										
For a survey and examination of the falls of the Ohio River by a board of topographical and civil engineers to be appointed by the Secretary of War, to report upon the expediency of an additional canal around said falls, and the comparative cost, advantages, and disadvantages of making such additional canal on the Kentucky and Indiana shores of said river respectively, and also the cost, advantages, and disadvantages of enlarging and extending the present canal so as to avoid the rocks at Sandy Island; retaining the present locks in their present condition	Aug. 30, 1852	10	59	.....	5,000 00	1853	4,500 00	.....	.....	4,261 41
	.....	.....	.....	.....	.....	1855	.....	.....	$500 00	.....
	.....	.....	.....	.....	.....	1856	.....	80 04	80 04	.....
	.....	.....	.....	.....	.....	1862	.....	158 55	158 55	.....
For improvement of the falls of the Ohio River and Louisville Canal	July 11, 1870	16	225	1	250,000 00	.....	.....	.....	.....	.....
For the improvement of the Louisville and Portland Canal during the current fiscal year, to be expended in accordance with existing laws	Jan. 18, 1871	16	399	.....	200,000 00	.....	.....	.....	.....	.....
For improvement of the falls of the Ohio River and Louisville Canal	Mar. 3, 1871	16	540	1	250,000 00	1871	250,000 00	.....	.....	250,000 00
	.....	.....	.....	.....	.....	1872	420,000 00	$1 00	.....	419,999 00
For continuing the work on the canal at the falls of the Ohio River, $300,000; and the Secretary of War is hereby directed to report to Congress at its next session, or sooner if practicable, the condition of said canal, and the provisions necessary to relieve the same from incumbrance, with a view to such legislation as will render the same free to commerce at the earliest practicable period, subject only to such tolls as may be necessary for the superintendence and repair thereof,										

which shall not, after the passage of this act, exceed five cents per ton	June 10, 1872	17	372	1	300,000 00					
For completing the Louisville and Portland Canal, $100,000; and the Secretary of the Treasury is authorized and directed to assume, on behalf of the United States, the control and management of the said canal, in conformity with the terms of the joint resolution of the legislature of the State of Kentucky, approved March 28, 1872, at such time and in such manner as in his judgment the interests of the United States, and the commerce thereof, may require; and the sum of money necessary to enable the Secretary of the Treasury to carry this provision into effect is hereby appropriated: *Provided*, That after the United States shall assume control of said canal, the tolls thereon on vessels propelled by steam shall be reduced to twenty-five cents per ton, and on all other vessels in proportion	Mar. 3, 1873	17	563	1	100,000 00	1873	280,012 00			280,012 00
						1874	149,989 00			149,989 00
For completing the improvement of the falls of the Ohio River and Louisville Canal	Mar. 3, 1875	18	458	1	100,000 00	1876	25,000 00			25,000 00
						1878	50,000 00			50,000 00
						1880	20,000 00			20,000 00
						1882	5,000 00			5,000 00
For the expenses of operating and maintaining the Louisville and Portland Canal for the fiscal year ending June 30, 1881, which sum shall be immediately available	Mar. 3, 1881	21	481	1	42,000 00	1881	42,000 00			42,000 00
For the purpose of operating and keeping in repair the Louisville and Portland Canal, the Secretary of War is authorized to draw his requisition on the Secretary of the Treasury, from time to time, which requisition shall be paid out of any money in the Treasury not otherwise appropriated	Mar. 3, 1881	21	478	1	44,562 91	1882	46,000 00	1,437 09		44,562 91
Total					1,291,562 91		1,292,501 00	1,676 68	738 59	1,290,824 32
Ohio River—Ohio, Pennsylvania, West Virginia, Kentucky, Indiana, and Illinois.										
The act of March 3, 1827, provides, "That all snags, sawyers, stumps, logs, and obstructions of every description, which tend to endanger the steamboat navigation of the Ohio River at any navigable stages of the water, and which present themselves, and are to be found on the banks and sides of the river, shall be removed so that the navigation of said river may be rendered at all times safe; and the same shall be done under the supervision and direction of the Secretary of War, and through the aid of some practical agent acquainted with the situation of the river, its respective bars, islands, and dangerous places and parts; and he shall likewise cause the channel of said river, at a part usually called the Grand Chain, near its mouth, so to be deepened by a proper channel formed, that at the usual state of the water steamboats may be enabled safely to pass and repass the same.	Mar. 3, 1827	4	241	1-2	30,000 00	1827	9,000 00			9,000 00
						1828	6,000 00			6,000 00
						1829	10,000 00		5,000 00	10,000 00
For the improvement of the navigation of the Ohio River, between Pittsburgh and the falls of the Ohio, to be expended under the direction of the War Department, and under the care of a superintendent for that part of the Ohio	Mar. 3, 1835	4	754		50,000 00	1835	50,000 00			50,000 00
	July 2, 1836	5	68		20,000 00					
	Mar. 3, 1837	5	190	1	60,000 00	1837	80,000 00			80,000 00
	July 7, 1838	5	270	1	50,000 00	1838	20,000 00			20,000 00
						1839	29,500 00			29,500 00
						1840	500 00			500 00
For the improvement of the Ohio River, between Pittsburgh and the Falls of Louisville	June 11, 1844	5	661		100,000 00	1845	100,000 00			100,000 00
To pay Swan and Palmer for work executed by them at "Twin Island," on the river Ohio, above the falls: *Provided*, That the account be first settled by the proper accounting officer of the Treasury Department	Mar. 3, 1847	9	164	1	6,479 25	1847	6,479 25			6,479 25
For the improvement of the navigation of the Ohio River, including the repairs of the dam at Cumberland Island	Aug. 30, 1852	10	56		90,000 00	1853	27,300 00			27,300 00
						1854	60,000 00			60,000 00
						1855	2,700 00	13 42	13 42	2,676 53
						1858		10 05	10 05	

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Ohio River—Continued.										
For improvement of the Ohio River	Mar. 2, 1867	14	420	1	$100,000 00	1868	$99,000 00			$99,000 00
						1870	391 66			391 66
	July 11, 1870	16	225	1	50,000 00					
	Mar. 3, 1871	16	540	1	50,000 00	1871	37,116 04	$207 00		36,909 04
						1872	63,699 30			63,699 30
For the improvement of the Ohio River and the harbors thereof, including the repair of the Cumberland dam	June 10, 1872	17	372	1	200,000 00					
	Mar. 3, 1873	17	562	1	200,000 00	1873	170,000 00			170,000 00
						1874	220,000 00			220,000 00
For continuing the improvement of the Ohio River, $100,000; one-half of which shall be expended above and the other half below the suspension bridge between Cincinnati, Ohio, and Covington, Ky.; $40,000 of the above amount that is to be expended above the suspension bridge may, if approved by the Chief of Engineers, be expended in a permanent improvement at Pittsburgh, Pa	June 23, 1874	18	239	1	150,000 00					
For the improvement of the Ohio River, $300,000; that $100,000 of this amount shall be used for and applied toward the construction of a "movable dam," or a dam with adjustable gates for the purpose of testing substantially the best method of improving permanently the navigation of the Ohio River and its tributaries; the location of this work, with the plan of construction and the application of the amount hereby appropriated to be submitted to the Secretary of War for his approval	Mar. 3, 1875	18	458	1	300,000 00	1875	209,000 00			209,000 00
						1876	135,066 00			135,066 00
For the improvement of the Ohio River	Aug. 14, 1876	19	137	1	175,000 00	1877	115,934 00			115,934 00
						1878	101,200 00			101,200 00
For improving and deepening the channel of the Ohio River, including the removal of snags, wrecks, &c., from Pittsburgh to its mouth; of which sum $50,000 shall be expended at Grand Chain for removal of obstructions and deepening the channel at that point	June 18, 1878	20	155	1	300,000 00	1879	285,000 00			285,000 00
For improving the Ohio River; of which sum $50,000, or so much thereof as may be necessary, shall be expended in the removal of obstructions at Grand Chain, and not exceeding $100,000 on the Davis Island dam	Mar. 3, 1879	20	368	1	250,000 00	1880	243,800 00			243,800 00
For continuing the improvement; of which sum $100,000 shall be expended on Davis Island dam, and $150,000 on the river from its mouth to its head: *Provided*, That $10,000 of the last named sum may, in the discretion of the engineers, be expended on Indiana Chute: *And provided further*, That $25,000 of the sum for the improvement of the Ohio River shall be applied to continuing the improvement at Grand Chain on said river	June 14, 1880	21	187	1	250,000 00	1881	230,000 00	16 00		229,984 00
	Mar. 3, 1881	21	472	1	350,000 00					
	Mar. 21, 1882	22	30		100,000 00	1882	430,016 00			430,016 00
Total					2,881,479 25		2,741,702 25	246 47	$5,023 47	2,741,455 78
Balance									135,000 00	

Osage River—Missouri and Kansas.										
For the improvement of the Osage River, Missouri	Mar. 3, 1871	16	541	1	25,000 00	1871	5,000 00			5,000 00
						1872	10,000 00			10,000 00
	June 10, 1872	17	372	1	25,000 00					
	Mar. 3, 1873	17	562	1	25,000 00	1873	20,000 00			20,000 00
						1874	40,000 00	5 61		39,994 39
	June 23, 1874	18	239	1	25,000 00	1875	25,000 00			25,000 00
						1877			5 61	
For the improvement of the Osage River, Missouri and Kansas	June 18, 1878	20	158	1	20,000 00	1879	20,000 00			20,000 00
	Mar. 3, 1879	20	372	1	20,000 00	1880	20,000 00			20,000 00
	June 14, 1880	21	188	1	30,000 00	1881	20,000 00			20,000 00
	Mar. 3, 1881	21	478	1	20,000 00	1882	20,000 00			20,000 00
Total					190,000 00		180,000 00	5 61	5 61	179,994 39
Balance									10,000 00	
Ouachita River—Arkansas and Louisiana.										
For improvement of Ouachita River from Louisiana State line to the town of Arkadelphia, in the State of Arkansas, on said river	Mar. 3, 1871	16	538	1	25,000 00					
For improvement of Ouachita River from Arkansas State line to mouth of said river	Mar. 3, 1871	16	540	1	26,000 00	1871	10,000 00			10,000 00
						1872	41,000 00			41,000 00
	June 10, 1872	17	372	1	60,000 00					
	June 10, 1872	17	372	1	40,000 00					
	Mar. 3, 1873	17	562	1	60,000 00	1873	44,000 00			44,000 00
						1874	46,000 00			46,000 00
						1875	58,000 00			58,000 00
						1876	12,000 00			12,000 00
	June 14, 1876	19	135	1	12,000 00	1877	8,800 00			8,800 00
						1878	3,200 00			3,200 00
	June 18, 1878	20	153	1	10,000 00	1879	10,000 00			10,000 00
	Mar. 3, 1879	20	366	1	10,000 00	1880	5,000 00			5,000 00
	June 14, 1880	21	187	1	8,000 00					
	Mar. 3, 1881	21	477	1	12,000 00	1881	18,000 00			18,000 00
						1882	6,000 00			6,000 00
Total					263,000 00		262,000 00			262,000 00
Balance									1,000 00	
Pawcatuck River—Rhode Island and Connecticut.										
For the improvement of Pawcatuck River, Rhode Island and Connecticut	Mar. 3, 1871	16	540	1	10,000 00	1871	1,000 00			1,000 00
						1872	9,000 00			9,000 00
	June 10, 1872	17	374	1	10,000 00	1873	10,000 00			10,000 00
	Mar. 3, 1873	17	564	1	10,000 00	1874	10,000 00			10,000 00
	June 23, 1874	18	241	1	10,000 00	1875	10,000 00			10,000 00
	Mar. 3, 1875	18	460	1	10,000 00	1876	10,000 00			10,000 00
Total					50,000 00		50,000 00			50,000 00
Red River of the North—Minnesota and Dakota.										
For the improvement of the Red River of the North, Minnesota	Aug. 14, 1876	19	137	1	10,000 00	1877	5,000 00			5,000 00
						1878	5,000 00			5,000 00
	June 18, 1878	20	154	1	30,000 00	1879	15,000 00			15,000 00
For improving Red River of the North, Minnesota and Dakota, exclusively for dredging	Mar. 3, 1879	20	367	1	25,000 00	1880	25,000 00			25,000 00
For improving Red River of the North	June 18, 1880	21	189	1	20,000 00	1881	15,000 00			15,000 00
	Mar. 3, 1881	21	479	1	18,000 00	1882	18,000 00			18,000 00
For constructing a lock and dam at Goose Rapids, on the Red River of the North	Mar. 3, 1881	21	479	1	20,000 00					
Total					123,000 00		83,000 00			83,000 00
Balance									40,000 00	

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large.			Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
		Volume.	Page.	Section.						
Red River of the South—Arkansas, Louisiana, and Texas.										
For improving the navigation of Red River, through or around that part of it called the Raft, situated in Louisiana and Arkansas	May 23, 1828	4	289	.....	$25,000 00	1828	$1,500 00	.....	.....	$1,500 00
	.....	.....	.....	.....	.....	1829	5,760 00	.....	.....	5,760 00
	.....	.....	.....	.....	.....	1830	12,714 00	.....	$2,526 00	12,714 00
For arrearage due Major Burch for survey of the Raft of Red River, Louisiana	Mar. 2, 1831	4	460	.....	187 50	1831	2,687 50	.....	.....	2,687 50
For improving the navigation of the Red River, Louisiana and Arkansas, being the balance of the appropriation of the year 1828, carried to the surplus fund, and the further sum of $20,000	July 3, 1832	4	551	1	22,628 00	1832	965 00	.....	.....	965 00
	.....	.....	.....	.....	.....	1833	21,663 00	.....	.....	21,663 00
For improving the navigation of the Red River	June 28, 1834	4	703	.....	50,000 00	1834	50,000 00	.....	.....	50,000 00
For completing the removal of the obstructions to the navigation of Red River, in addition to the appropriation of $50,000 made at the last session of Congress	Mar. 3, 1835	4	754	.....	50,000 00	1835	49,751 00	.....	.....	49,751 00
For continuing the removal of obstructions in the Red River	July 2, 1836	5	68	.....	40,800 00	1836	41,049 00	.....	.....	41,049 00
	Mar. 3, 1837	5	190	1	65,000 00	1837	65,151 04	$151 04	.....	65,000 00
For the complete removal of the Great Raft in the Red River	Apr. 20, 1838	5	228	.....	70,000 00	1838	70,000 00	.....	.....	70,000 00
For constructing a boat to prevent a new accumulation of obstruction in said river within the old limits of the Great Raft, so called, $15,000, and the additional sum of $15,000 to work and support the same	July 2, 1836	5	68	.....	30,000 00	1836	30,000 00	.....	.....	29,981 64
	.....	.....	.....	.....	.....	1842	.....	18 36	18 36	.....
For removing the Raft of Red River, under the direction of the Secretary of War	Mar. 3, 1841	5	435	1	75,000 00	1841	22,500 00	.....	.....	22,500 00
	.....	.....	.....	.....	.....	1842	14,236 87	.....	.....	14,236 87
	.....	.....	.....	.....	.....	1843	12,000 00	.....	.....	12,000 00
	.....	.....	.....	.....	.....	1844	24,529 00	7,223 67	.....	17,305 33
	.....	.....	.....	.....	.....	1845	8,957 80	.....	.....	8,957 80
For deficiency of appropriation for removing the Great Raft of Red River, made by the act approved April 20, 1838, being the amount advanced by Daniel T. Witlee and others through the branch of the Real Estate Bank of Washington, Ark., to Henry M. Shreve, government agent for such removal, and expended by him for that purpose	Mar. 2, 1847	9	152	2	7,150 00	1847	7,150 00	.....	.....	6,148 76
	.....	.....	.....	.....	.....	1850	.....	1,001 24	.....	.....
	.....	.....	.....	.....	.....	1853	.....	.....	1,001 24	.....
For removing the Raft of Red River; and that the Secretary of War be authorized to contract with the lowest responsible bidder within this appropriation for the removal of said Raft, after reasonable public notice	Aug. 30, 1852	10	57	.....	100,000 00	1855	100,000 00	.....	.....	100,000 00
For the improvement of Tone's Bayou, Louisiana	June 10, 1872	17	372	1	20,000 00	.....	.....	.....	.....	.....
For removing the Raft in Red River, Louisiana	June 10, 1872	17	373	1	150,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1873	17	563	1	80,000 00	1873	196,000 00	.....	.....	196,000 00
	.....	.....	.....	.....	.....	1874	54,000 00	.....	.....	54,000 00
	June 23, 1874	18	240	1	50,000 00	.....	.....	.....	.....	.....
	Mar. 3, 1875	18	459	1	20,000 00	1875	45,000 00	50	.....	44,999 50
	.....	.....	.....	.....	.....	1876	25,000 00	.....	.....	25,000 00
For removing Raft in Red River and closing Tone's Bayou	Aug. 14, 1876	19	135	1	35,000 00	1877	35,000 50	.....	.....	35,000 50
For the purpose of opening the navigation of Red River above Shreveport, La., and keeping said navigation open and free from rafts, and for the purpose of preserving the vessels and boats of the United States employed in that work	Feb. 7, 1878	20	24	.....	6,000 00	1878	6,000 00	.....	.....	6,000 00
For removing Raft in Red River and closing Tone's Bayou	June 18, 1878	20	153	1	24,000 00	.....	.....	.....	.....	.....
For removing snags and other obstructions from Red River	June 18, 1878	20	154	1	25,000 00	.....	.....	.....	.....	.....
For improving mouth of Red River	June 18, 1878	20	154	1	150,000 00	1879	84,000 00	.....	.....	84,000 00
	Mar. 3, 1879	20	366	1	40,000 00	.....	.....	.....	.....	.....
For removing Raft in Red River and closing Tone's Bayou	Mar. 3, 1879	20	366	1	15,000 00	.....	.....	.....	.....	.....
For removing obstructions from Red River	Mar. 3, 1879	20	366	1	22,500 00	.....	.....	.....	.....	.....
For improving Upper Red River, Arkansas, from Fulton to the head of the Raft	Mar. 3, 1879	20	371	1	10,000 00	1880	45,500 00	.....	.....	45,500 00

For removing Raft in Red River and closing Tone's Bayou	June 14, 1880	21	186	1	25,000 00						
For improving Upper Red River, Arkansas, from Fulton to the head of the Raft	June 14, 1880	21	189	1	10,000 00	1881	47,000 00				47,000 00
For removing obstructions from Red River, Louisiana, continuing operations, including construction of snag-boat	June 14, 1880	21	186	1	60,000 00	1881	75,000 00				75,000 00
For removing Raft in Red River and closing Tone's Bayou	Mar. 3, 1881	21	476	1	10,000 00						
For removing obstructions from Red River, Louisiana	Mar. 3, 1881	21	476	1	10,000 00	1882	65,000 00				65,000 00
Total					1,298,265 50		1,218,114 71	8,394 81	3,545 60		1,209,719 90
Balance									85,000 00		
Rock River—Illinois and Wisconsin.											
For the survey, with the view to the improvement of the navigation of Rock River from the Illinois line as far up the same as the contemplated point of intersection with the Milwaukee and Rock River Canal, and also of the Haven of the said river next below Lake Kushkenong to Madison, the seat of government of the Territory of Wisconsin	July 7, 1838	5	304		1,000 00	1839	1,000 00				934 63
						1852		65 37			
						1853			65 37		
Total					1,000 00		1,000 00	65 37	65 37		934 63
Saint Croix River—Wisconsin and Minnesota.											
For the improvement of the Saint Croix River, Wisconsin	June 18, 1878	20	158	1	10,000 00	1879	10,000 00				10,000 00
For improving Saint Croix River below Taylor's Falls	Mar. 3, 1879	20	367	1	8,000 00	1880	8,000 00				8,000 00
For continuing improvement, of which sum $300, or so much thereof as, in the opinion of the engineers in charge, may be necessary, shall be expended in the improvement of the slough on the east side of said river, known as the canal between Four-mile Island and the foot of the Saint Croix boom	June 14, 1880	21	189	1	10,000 00	1881	10,000 00				10,000 00
For improving Saint Croix River below Taylor's Falls	Mar. 3, 1881	21	479	1	8,000 00	1882	8,000 00				8,000 00
Total					36,000 00		36,000 00				36,000 00
Saint John's and Saint Mary's Rivers—Florida and Georgia.											
For deepening the inland passage, or present channel, for navigation between the Saint John's River in Florida, and Saint Mary's Harbor, in Georgia	May 23, 1828	4	289		13,500 00	1828	500 00				500 00
						1829	10,000 00				10,000 00
For deepening an inland passage between Saint John's and Saint Mary's Rivers	Apr. 23, 1830	4	395		1,500 00	1830	3,750 00	751 25			2,998 75
						1832			1,501 25		
For completing the improvement of the inland channel between Saint Mary's and Saint John's	Mar. 2, 1833	4	649	1	9,000 00						
For constructing a dredging machine and for completing the inland channel between Saint Mary's and Saint John's, according to the estimate of the Engineer Department	Mar. 3, 1835	4	754		15,000 00	1835	9,000 00				9,000 00
For completing the inland channel between Saint Mary's and Saint John's	July 2, 1836	5	68		5,000 00	1836	14,200 00				14,200 00
For continuing the improvements of the inland channel between Saint Mary's and Saint John's	Mar. 3, 1837	5	190	1	5,000 00	1837	8,300 00	51 07			8,248 93
	July 7, 1838	5	270	1	29,000 00	1838	3,950 00				3,950 00
						1839	7,341 00				7,341 00
						1840	14,158 00		6,102 07		13,719 06
						1856		438 94	438 94		
Total					78,000 00		71,199 00	1,241 26	8,042 26		69,957 74
Staten Island Channel—New York and New Jersey.											
For the opening and improving of the channel between Staten Island and New Jersey	June 23, 1874	18	241	1	50,000 00	1875	50,000 00				50,000 00
	Aug. 14, 1876	19	137	1	10,000 00						
	June 18, 1878	20	159	1	15,000 00	1880	4,000 00				4,000 00
For improving channel between Staten Island and New Jersey, at Elizabethport	June 14, 1880	21	192	1	29,000 00	1881	15,000 00				15,000 00
						1882	35,000 00				35,000 00
Total					104,000 00		104,000 00				104,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Tennessee River—Kentucky, Tennessee, and Alabama.										
For a survey of the Colbert Shoals, in the Tennessee River, to ascertain the nature of the obstructions, the practicability, the manner, and the expense of removing them	Mar. 2, 1827	4	229	1	$200 00	1828	$200 00			$200 00
For the improvement of the navigation of the Tennessee River, in conformity with the estimates of the War Department	Aug. 30, 1852	10	60		50,000 00	1853	2,000 00			2,000 00
						1854	42,309 00			42,309 00
To pay the claim of Shade Calloway	June 9, 1860	12	849		1,350 00	1855	5,691 00			5,691 00
The act of June 12, 1860, provides "That all contracts by the duly authorized officers of the Government, appointed under the act of 32d Congress making an appropriation of $50,000 for the improvement of the Tennessee River, shall be audited by the accounting officers of the Treasury and paid out of any money in the Treasury not otherwise appropriated"	June 12, 1860	12	29		212 41	1860	1,562 41			1,562 41
	June 12, 1860	12	29		446 53	1861	446 53			446 53
	June 12, 1860	12	29		748 00	1864	748 00			748 00
For improvement of the Tennessee River, to be expended below Chattanooga	Mar. 3, 1871	16	226	1	80,000 00	1871	20,000 00			20,000 00
For the continuation of the work now in progress on the Tennessee River below Chattanooga, including the Muscle Shoals	June 10, 1872	17	372	1	50,000 00					
For the improvement of the Tennessee River between Knoxville and Chattanooga	June 10, 1872	17	372	1	25,000 00					
For the improvement of the Tennessee River below Chattanooga	Mar. 3, 1873	17	563	1	100,000 00	1873	105,000 00			105,000 00
For the improvement of the Tennessee River above Chattanooga	Mar. 3, 1873	17	563	1	25,000 00	1874	70,000 00			70,000 00
For continuing the improvement of the Tennessee River above Chattanooga	June 23, 1874	18	240	1	25,000 00					
For continuing the improvement of the Tennessee River below Chattanooga, including Muscle Shoals	June 23, 1874	18	240	1	100,000 00					
For the improvement of the Tennessee River above Chattanooga.	Mar. 3, 1875	18	458	1	40,000 00					
For the improvement of the Tennessee River below Chattanooga, including the Muscle Shoals	Mar. 3, 1875	18	458	1	360,000 00	1875	135,000 00			135,000 00
						1876	115,000 00			115,000 00
For the improvement of the Tennessee River, $15,000, to be expended above Chattanooga, and the remaining $250,000 are to be expended upon Muscle Shoals	Aug. 14, 1876	19	138	1	270,000 00	1877	230,000 00			230,000 00
						1878	185,000 00			185,000 00
For improving Tennessee River, continuing operations above Chattanooga	June 18, 1878	20	154	1	15,000 00					
For improving Tennessee River, continuing operations below Chattanooga, including Muscle Shoals, $15,000 of which sum, or so much thereof as may be necessary, to be expended in the improvement of Duck River Shoals on Tennessee River	June 18, 1878	20	154	1	300,000 00	1879	390,000 00			390,000 00
For improving Tennessee River above Chattanooga	Mar. 3, 1879	20	367	1	11,500 00					
For improving Tennessee River below Chattanooga, including Muscle Shoals, Duck River Shoal, and the shoal at Reynoldsburg	Mar. 3, 1879	20	367	1	210,000 00	1880	361,500 00			361,500 00
For improving Tennessee River above Chattanooga	June 14, 1880	21	187	1	10,000 00					
For improving Tennessee River below Chattanooga, including Muscle Shoals, Duck River Shoal, and shoal at Reynoldsburg, continuing operations	June 14, 1880	21	187	1	300,000 00					
	Mar. 3, 1881	21	477	1	250,000 00					
For improving Tennessee River above Chattanooga	Mar. 3, 1881	21	477	1	7,000 00	1881	277,073 60	$73 60		277,000 00
						1882	291,270 00	1,270 00		290,000 00
Total					2,231,456 94		2,232,800 54	1,343 60		2,231,456 94
Wabash River—Indiana and Illinois.										
For surveying the obstructions to the navigation of the Wabash River between its mouth and Eel River	May 23, 1828	4	289		500 00	1829	1,000 00	500 00		500 00

For the improvement of the Wabash River, Indiana, commencing at its mouth	June 10, 1872	17	372	1	50,000 00						
For the improvement of the Wabash River, Indiana and Illinois	Mar. 3, 1873	17	563	1	50,000 00	1873	35,000 00				35,000 00
						1874	50,000 00				50,000 00
For continuing the improvement of the Wabash River, $25,000: *Provided*, That a portion of this appropriation, not exceeding $9,000, may be used by the Secretary of War, in his discretion, for the extinguishment of any right, title, or claim of the Wabash Navigation Company in the lock and dam at Grand Rapids on said river and other property said company may claim on said river, and for the extinguishment of any right said company may have to affect or interfere in any way with the navigation of said river; but no part of this appropriation shall be expended until said Navigation Company shall have relinquished all right to control or otherwise in any manner interfere with or affect the free navigation of said river	June 23, 1874	18	239	1	25,000 00						
For the improvement of the Wabash River	Mar. 3, 1875	18	458	1	40,000 00	1875	40,000 00				40,000 00
						1876	20,000 00				20,000 00
	Aug. 14, 1876	19	137	1	70,000 00	1877	15,000 00				15,000 00
						1878	33,000 00				33,000 00
	June 18, 1878	20	155	1	50,000 00	1879	92,000 00				92,000 00
	Mar. 3, 1879	20	368	1	20,000 00	1880	20,000 00				20,000 00
	June 14, 1880	21	187	1	25,000 00						
For improving Wabash River, one-half of which is to be used on the river above Vincennes	Mar. 3, 1881	21	478	1	50,000 00	1881	38,000 00				38,000 00
						1882	37,000 00				37,000 00
Total					380,500 00		381,000 00	500 00			380,500 00
Waccemaw River—North Carolina and South Carolina.											
For improving Waccemaw River, South Carolina, from the mouth up to Waccemaw Lake, North Carolina	June 14, 1880	21	191	1	15,000 00						
	Mar. 3, 1881	21	475	1	10,000 00	1881	20,000 00				20,000 00
						1882	16,630 71	11,630 71			5,000 00
Total					25,000 00		36,630 71	11,630 71			25,000 00
Warrior and Tombigbee Rivers—Alabama and Mississippi.											
For the improvement of the Tombigbee River	June 10, 1872	17	375	1	10,000 00	1873	10,000 00				10,000 00
For the improvement of the Warrior and Tombigbee Rivers, Alabama, below Tuscaloosa and Demopolis, $25,000, in addition to any unexpended balance remaining from the appropriation for the harbor of Mobile hereby transferred to this improvement	Mar. 3, 1875	18	461	1	25,000 00	1875	10,000 00				10,000 00
						1876	15,000 00				15,000 00
For the improvement of the Warrior and Tombigbee Rivers, Alabama	Aug. 14, 1876	19	136	1	15,000 00	1877	15,000 00				15,000 00
For improving the Warrior and Tombigbee Rivers, Alabama and Mississippi; of which sum $28,000 shall be expended on the Warrior and Tombigbee and $12,000 on the Tombigbee above Columbus	June 18, 1878	20	153	1	40,000 00	1879	33,000 00				33,000 00
For improving Warrior and Tombigbee Rivers, Alabama and Mississippi; of which sum $10,000 shall be expended on the Tombigbee above Columbus and $20,000 on the Warrior and Tombigbee below Columbus	Mar. 3, 1879	20	365	1	30,000 00	1880	27,000 00				27,000 00
For improving Warrior and Tombigbee Rivers: of which sum $20,000 shall be expended on the Warrior, $12,000 on the Tombigbee between Columbus and Vienna, and $15,000 on the Tombigbee below Vienna	June 14, 1880	21	186	1	47,000 00	1881	37,000 00				37,000 00
For improving Tombigbee River above Columbus	June 14, 1880	21	186	1	4,000 00						
	Mar. 3, 1881	21	476	1	1,000 00						
For improving Warrior and Tombigbee Rivers, Alabama and Mississippi; to be expended in the same proportions as the appropriation under the act of June, 1880	Mar. 3, 1881	21	477	1	25,000 00	1882	50,000 00				50,000 00
Total					197,000 00		197,000 00				197,000 00

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
White, Black, and Saint Francis Rivers—Arkansas and Missouri.										
For a survey of the White and Saint Francis Rivers in Arkansas.	Mar. 2, 1833	4	645	.....	$500 00	1833	$500 00	.....	.....	$500 00
For a survey of the Saint Francis, Black, and White Rivers in Arkansas and Missouri, to determine upon the expediency of removing the natural raft thereon	July 4, 1836	5	130	1	1,000 00	1836	1,000 00	.....	.....	1,000 00
For continuing the survey of Black and White Rivers, Arkansas and Missouri	Mar. 3, 1837	5	190	1	1,000 00	1837	1,000 00	.....	.....	123 38
	.....	.....	.....	.....	.....	1839	.....	$678 98	$678 98	.....
	.....	.....	.....	.....	.....	1841	.....	197 64	197 64	.....
Total	.....	.....	.....	.....	2,500 00	.....	2,500 00	876 62	876 62	1,623 38
Yellowstone River—Dakota and Montana.										
For improving Yellowstone River, Montana and Dakota	Mar. 3, 1879	20	370	1	25,000 00	1880	25,000 00	.....	.....	25,000 00
	June 14, 1880	21	192	1	15,000 00	1881	13,575 00	.....	.....	13,575 00
	Mar. 3, 1881	21	479	1	20 000 00	1882	21,425 00	.....	.....	21,425 00
Total	.....	.....	.....	.....	60,000 00	.....	60,000 00	.....	.....	60,000 00
Repairs and extension of public works on rivers and harbors.										
For the repair, extension, and completion of certain public works on rivers and harbors, to be expended under the direction of the Secretary of War: *Provided*, That said expenditures shall not be applied to any works not mentioned in the bill "making appropriations for repairs, preservation, and completion of certain public works, and for other purposes," which passed the House of Representatives June 30, 1868	July 25, 1868	15	174	1	1,500,000 00	.....	.....	.....	.....	.....
For the repair, extension, preservation, and completion of works for the improvement of rivers and harbors, under the direction of the Secretary of War: *Provided*. That the Secretary of War is hereby authorized to cause such expenditures to be made so as best to subserve the interests of commerce; and he is required to report to Congress, at the opening of its December session, all expenditures made under the provisions of this act up to that time in detail	Apr. 10, 1869	16	44	1	2,000,000 00	1869	802,141 94	953 53	.....	801,188 41
	.....	.....	.....	.....	.....	1870	1,953,727 59	5,298 55	.....	1,948,429 04
	.....	.....	.....	.....	.....	1871	668,146 92	32,130 15	.....	636,016 77
	.....	.....	.....	.....	.....	1872	44,000 00	3,910 63	.....	21,288 80
	.....	.....	.....	.....	.....	1873	2,921 10	21,721 67	.....	.....
	.....	.....	.....	.....	.....	1875	20,725 87	5 99	.....	20,719 88
	.....	.....	.....	.....	.....	1876	29,000 00	.....	.....	29,000 00
	.....	.....	.....	.....	.....	1877	45,500 00	32,147 96	.....	13,352 04
	.....	.....	.....	.....	.....	1878	30,005 06	.....	.....	30,005 06
Total	.....	.....	.....	.....	3,500,000 00	.....	3,596,168 48	96,168 48	.....	3,500,000 00
Repairs of harbors on the Lakes.										
For the preservation and repair of harbors on the lakes, other than those enumerated, the construction of which has been authorized by law, and which have been partially completed	June 11, 1844	5	662	.....	20,000 00	1845	18,093 66	22 26	.....	18,071 40
	.....	.....	.....	.....	.....	1846	1,386 82	10 80	.....	1,376 02
	.....	.....	.....	.....	.....	1847	412 43	.....	.....	412 43
	.....	.....	.....	.....	.....	1848	140 15	.....	.....	13 21
	.....	.....	.....	.....	.....	1851	.....	126 94	.....	.....
	.....	.....	.....	.....	.....	1852	126 94	.....	.....	56 33
	.....	.....	.....	.....	.....	1854	.....	70 61	70 61	.....
	June 28, 1864	13	200	1	250,000 00	1865	101,600 00	.....	.....	101,600 00
	.....	.....	.....	.....	.....	1866	61,500 00	9 98	.....	61,490 02
	.....	.....	.....	.....	.....	1867	18,500 00	44 82	.....	18,455 18
	.....	.....	.....	.....	.....	1868	6,004 00	130 44	.....	5,873 56

To be expended under the direction of the Secretary of War, in protecting the commerce of the lakes by causing the public works connected with the harbors on Lakes Champlain, Ontario, Erie, Saint Clair, Huron, Michigan, and Superior to be repaired and made useful for purposes of commerce and navigation, so far as the same, in his judgment, may be necessary						1869	35,500 00	70 48		35,429 52
						1870	16,996 35	1,830 21		13,424 33
						1871	329 61			
						1873		2,071 42		
						1875	5,433 00			5,433 00
						1876	1,000 00			1,000 00
						1877	900 00			900 00
						1878	2,380 04			2,380 04
						1879	2,700 00			2,700 00
						1881	1,314 35			1,314 35
Total					270,000 00		274,317 35	4,387 96	70 61	269,929 39
Preservation and repair of harbor and river improvements.										
For arrearages due for roads, harbors, and rivers where public works and improvements have hitherto been made, and for the protection of public property now on hand at these places, and for arrearages for surveys and completing maps authorized by act of March 3, 1839	Mar. 3, 1841	5	460	3	40,000 00	1841	26,565 14			26,565 14
For arrearages and for the preservation of the public property at the several places of harbor and river improvement	Aug. 23, 1842	5	510	1	15,000 00					
	Aug. 33, 1842	5	510		30,000 00	1842	41,335 65			41,335 65
						1843	14,113 40	8 75		14,104 65
						1844	3,189 13	219 45		1,641 20
						1845	22 26	1,350 74	2 62	
						1846	1,337 63			622 07
						1849		665 70		
						1850	847 13	337 33		
For the preservation and repairs of public works heretofore constructed for the improvement of harbors						1851	169 01			
						1853	204 65	657 10	452 45	
						1854		12 76	12 76	
						1855	23 58	69 13	45 55	
						1856		12 39	12 39	
						1862	5 50	204 20		
						1863			198 70	
						1869		6 82		
						1872			6 82	
Total					85,000 00		87,813 08	3,544 37	731 29	84,268 71
Repairs and contingencies, Atlantic Coast.										
For the repairs, preservation, and contingencies of the harbor works on the Atlantic coast	Aug. 30, 1852	10	60		10,000 00	1853	3,281 60			3,281 60
						1854	1,238 51			1,238 51
						1855	5,479 89			4,137 40
						1856	48 80	94 74		
						1857	55 73	9 79		
						1864		1,342 49		
To be expended under the direction of the Secretary of War, in repairing and rendering useful for purposes of commerce and navigation such of the public works connected with the harbors on the seaboard of the United States as may, in his judgment, need such expenditure	June 28, 1864	13	201	2	100,000 00	1865	12,500 00	120 00		12,380 00
						1866	30,800 00	10,368 19		20,431 81
						1867	46,000 00	641 60		45,358 40
						1868	16,010 10			16,010 10
						1869	7,174 28	41 93		6,389 00
						1870	3,636 80	4,377 23		
						1871	1 48	4 40		
						1874	111 00	100 00		11 00
						1875	762 18			762 18
Total					110,000 00		127,100 37	17,100 37		110,000 00
Transportation, fuel, &c.										
For repairs and contingencies of harbors and rivers, and to meet charges for transportation of officers, and for fuel and quarters, the payment of which is no longer made by the Quartermaster's Department, and for extra allowance to meet extra expenses under the special direction of the Secretary of War	Aug. 30, 1852	10	60		10,000 00	1853	11,313 00	2,282 86		9,030 14
						1854	969 86	819 86		150 00
						1855	348 50	14 49		334 01

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Transportation, fuel, &c.—Continued.										
For transportation of officers, and for fuel and quarters, the payment of which is no longer made by the Quartermaster's Department	May 15, 1856	11	13	1	$2,127 12	1856	$485 85	$0 41	.....	$485 44
	.....	....	.....	.....	.....	1857	872 05	.....	.....	872 05
	.....	....	.....	.....	.....	1858	8 20	.....	.....	8 20
	.....	....	.....	.....	.....	1859	453 10	55 04	.....	398 06
	.....	....	.....	.....	.....	1861	9 29	6 24	.....	3 05
	.....	....	.....	.....	.....	1862	846 17	.....	.....	542 86
	.....	....	.....	.....	.....	1863	311 42	482 73	$171 31	.....
	.....	....	.....	.....	.....	1869	.....	132 00	.....	.....
	.....	....	.....	.....	.....	1870	132 00	.....	.....	.....
	.....	....	.....	.....	.....	1871	.....	132 00	.....	.....
	.....	....	.....	.....	.....	1872	.....	.....	132 00	.....
Total	.....	....	.....	.....	12,127 12	.....	15,749 44	3,925 63	303 31	11,823 81
SURVEYS.										
Atlantic Coast.										
For examination and survey of works of improvement for which appropriations have been made, and concerning which no sufficient information is now in possession of the department, and for examination and survey at other points in this act specified, that is to say, on the Atlantic coast ...	June 23, 1866	14	71	1	30,000 00	.....	.....	.....	.....	.....
	Mar. 2, 1867	14	418	1	30,000 00	1867	21,750 00	.....	.....	21,750 00
	.....	....	.....	.....	.....	1868	49,683 38	20,678 88	.....	29,004 50
	.....	....	.....	.....	.....	1869	7,283 04	4,743 03	.....	2,540 01
	.....	....	.....	.....	.....	1870	2,731 46	29	.....	2,731 17
	.....	....	.....	.....	.....	1871	2,518 16	77 79	.....	2,414 45
	.....	....	.....	.....	.....	1872	.....	25 92	.....	.....
	.....	....	.....	.....	.....	1873	1,500 00	.....	.....	1,500 00
	.....	....	.....	.....	.....	1877	59 87	.....	.....	59 87
Total	.....	....	.....	.....	60,000 00	.....	85,525 91	25,525 91	.....	60,000 00
Pacific Coast.										
	June 23, 1866	14	71	1	25,000 00	.....	.....	.....	.....	.....
	Mar. 2, 1867	14	418	1	25,000 00	1867	10,445 75	.....	.....	10,445 75
	.....	....	.....	.....	.....	1868	16,018 11	203 75	.....	15,814 36

NOTE.—The act of June 23, 1866, provides, "That the Secretary of War, when the public interests require it, shall cause examinations or re-examinations to be made, with suitable surveys of the works aforesaid, and all other works provided for by this act, and shall make such changes or modifications of the plans heretofore adopted for their improvement as shall be necessary and proper. And he shall cause such needful examination of other harbors and places in the fourth section of this act specified, upon the sea and lake coasts, and on western rivers, to be made as will enable him to determine what improvements thereof are required to render them safe and convenient for the navigation of the naval and commercial vessels of the United States, and the cost of such improvements, and he shall make full report thereof, and of the plans deemed advisable therefor, to Congress, at the commencement of the next session, for such action as may be judged expedient and right. And if, upon such examinations and survey of works first herein named, being works now existing or in process of completion, and concerning which no sufficient information is now in the possession of the department, there shall remain an unexpended balance of appropriation properly applicable thereto from the sums herein appropriated, which may, in the judgment of the Secretary of War, be judiciously applied toward the economical and needful continuation or completion of such works, the Secretary of War shall direct such balance to be applied and used accordingly; but no moneys shall be used for such purposes excepting from the balances remaining from appropriations herein made for the specific examination and survey of such works."

For examination and survey of works of improvement for which appropriations have been heretofore made, and concerning which no sufficient information is now in possession of the department, and for examination and survey at other points in this act specified, that is to say, on the Pacific coast						1870	342 12			342 12
						1871	13 54			13 54
						1875	1,400 00			1,400 00
						1876	1,600 00			1,600 00
						1877	10,400 00			10,400 00
						1878	3,577 78			3,577 78
						1879	4,000 00	607 76		3,392 24
						1880	17 50			17 50
						1882	2,996 71			2,996 71
Total					50,000 00		50,811 51	811 51		50,000 00

NOTE.—See note to "Surveys, Atlantic Coast," page 264.

Northwestern Lakes.

For examination and survey of works of improvement for which appropriations have been heretofore made, and concerning which no sufficient information is how in possession of the department, and for examination and survey at other points in this act specified, that is to say, on the northwestern lakes	June 23, 1866	14	71	1	100,000 00					
	Mar. 2, 1867	14	418	1	75,000 00	1867	20,668 90			20,668 90
						1868	35,866 75	1,027 44		34,839 31
						1869	17,042 81	2,302 73		14,740 08
						1870	11,985 15			11,985 15
						1871	13,888 17	119 95		13,768 22
						1872	12,106 43	39 21		12,067 22
						1873	51,600 00			51,600 00
						1874	15,331 12			14,971 87
						1875		11 00		
						1877			11 00	
						1882		348 25	348 25	
Total					175,000 00		178,489 33	3,848 58	359 25	174,640 75

NOTE.—See note to "Surveys, Atlantic Coast," page 264.

Western and Northwestern Rivers.

For examination and survey of works of improvement for which appropriations have been heretofore made, and concerning which no sufficient information is now in possession of the department, and for examination and survey at other points in this act specified, that is to say, on the western and northwestern rivers	June 23, 1866	14	71	1	100,000 00					
	Mar. 2, 1867	14	418	1	125,000 00	1867	93,200 00	263 85		92,936 15
						1868	97,723 60	5,847 85		91,875 75
						1869	29,956 36			29,956 36
						1870	10,422 47	206 30		10,216 17
For examinations and surveys on western and northwestern rivers	July 15, 1870	16	300	1	50,000 00	1871	51,370 78	1,374 86		49,270 56
						1873		725 36		
						1874	85 61			85 61
						1875	50 00			50 00
						1876	275 00			275 00
						1877			334 40	
Reappropriated	June 14, 1878	20	125	1	334 40	1879	334 40			334 40
Total					275,334 40		283,418 22	8,418 22	334 40	275,000 00

NOTE.—See note to "Surveys, Atlantic Coast," page 264.

Atlantic and Pacific Coasts, Lakes, and Rivers.

For examinations and surveys for improvements on the north and northwestern lakes and rivers, and the Atlantic and Pacific coasts, and for contingencies of rivers and harbors not provided for in this act	July 11, 1870	16	226	1	150,000 00					
	Mar. 3, 1871	16	542	1	175,000 00	1871	146,986 52	8,559 34		138,427 18
						1872	183,995 82	279 35		183,716 47
For surveys and examinations, with a view to the improvement of rivers and harbors	June 10, 1872	17	375	1	150,000 00					
For surveys and examinations, and contingencies of rivers and harbors	Mar. 3, 1873	17	565	1	125,000 00	1873	162,355 99	96 37		162,259 62
						1874	92,200 85	1,107 14		91,093 71
For examinations and surveys of rivers and harbors, and for incidental repairs at harbors, for which there is no special appropriation	June 23, 1874	18	242	1	75,000 00					
	Mar. 3, 1875	18	461	1	50,000 00	1875	89,878 19	1,619 56		88,258 63
						1876	35,452 07			35,452 07

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Atlantic and Pacific Coasts, Lakes, and Rivers—Continued.										
For incidental repairs of harbors, for which there is no special appropriation provided by law, and for examination and survey of such rivers and harbors as, in the judgment of the Secretary of War, will subserve the general interests of commerce	Aug. 14, 1876	19	139	2	$40,000 00	1877	$12,882 75			$12,882 75
						1878	21,529 12			21,529 12
	June 18, 1878	20	262	3	150,000 00	1879	160,305 68	$3,008 29		157,297 39
	Mar. 3, 1879	20	375	3	150,000 00	1880	128,124 33			128,124 33
	June 14, 1880	21	197	1	150,000 00	1881	175,500 00			175,500 00
	Mar. 3, 1881	21	484	1	50,000 00	1882	61,601 26	1,357 37		60,243 89
Total					1,265,000 00		1,270,812 58	16,027 42		1,254,785 16
Balance									$10,214 84	
NOTE.—See note to "Surveys, Atlantic Coast," page 264.										
Hydrographic Survey of the Lakes.										
For a hydrographic survey of the coasts of the northern and northwestern lakes of the United States, to be expended under the direction of the President	July 3, 1841	5	431	1	15,000 00	1841	13,392 00			13,392 00
For the continuation of the survey of the northern and southern lakes of the United States	May 18, 1842	5	485	170	20,000 00	1842	6,539 00			6,539 00
						1843	6,640 00	139 85		6,500 15
For continuation of the surveys of the northern and northwestern lakes of the United States	Mar. 1, 1843	5	605	1	30,000 00	1844	27,550 29			27,550 29
For continuing the surveys of the northern and northwestern lakes	June 17, 1844	5	698	1	20,000 00	1845	30,934 47			30,934 47
	Mar. 3, 1845	5	747		20,000 00	1846	16,580 40	39 79		16,540 61
	Aug. 8, 1846	9	70	1	25,000 00	1847	11,296 91			11,296 91
						1848	15,713 75			15,713 75
For the further prosecution of the survey of the northern and northwestern lakes	Aug. 12, 1848	9	294	1	25,000 00	1849	19,632 82			19,632 82
For continuing the survey of the northern and northwestern lakes	Mar. 3, 1849	9	363	1	10,000 00	1850	15,988 80			15,988 80
	Sept. 28, 1850	9	507	1	25,000 00	1851	19,154 20	362 40		18,791 80
	Mar. 3, 1851	9	620	1	25,000 00	1852	19,147 16			19,147 16
For continuing the surveys of the northern and northwestern lakes, including Lake Superior	Aug. 30, 1852	10	58		25,000 00	1853	28,113 76			28,113 76
For continuing the survey of the northern and northwestern lakes, including Lake Superior: *Provided*, That a survey of so much of the communication between Lake Huron and the Sault Ste. Marie as may be necessary to ascertain what part thereof requires to be deepened, shall be made without delay, and plans and estimates of the nature and expense of the work shall be laid before Congress at its next session	Mar. 3, 1853	10	201	1	50,000 00	1854	33,196 92	25		33,196 67
For continuing the survey of the northern and northwestern lakes, including Lake Superior	Aug. 5, 1854	10	579	1	50,000 00	1855	48,764 49	247 95		48,516 54
	Mar. 3, 1855	10	638	1	50,000 00	1856	40,034 74			40,034 74
	Aug. 30, 1856	11	150		50,000 00	1857	56,662 17			56,662 17
	Mar. 3, 1857	11	203	1	50,000 00	1858	66,000 00			66,000 00
	June 12, 1858	11	335	1	75,000 00	1859	56,500 00			56,500 00
	Mar. 3, 1859	11	433	1	75,000 00	1860	83,000 00	3,231 99		79,768 01
	June 21, 1861	12	66	1	75,000 00					
	Mar. 2, 1861	12	203	1	75,000 00	1861	75,000 00			75,000 00
						1862	31,447 79	8 18		31,439 61
	July 5, 1862	12	508	1	105,000 00					
	Feb. 9, 1863	12	646	1	106,879 00	1863	60,160 00			60,160 00
						1864	89,500 00			89,500 00
	July 2, 1864	13	354		100,000 00	1865	133,000 00			133,000 00
	Feb. 28, 1865	13	444		125,000 00	1866	137,681 11			137,681 11
	June 12, 1866	14	62		50,000 00	1867	126,000 00			126,000 00
	Mar. 2, 1867	14	488	1	155,000 00	1868	132,143 09			132,143 09
	July 20, 1868	15	112	1	75,000 00	1869	108,500 00			108,500 00

For survey of northern and northwestern lakes: *Provided*, That any surplus charts of the northwestern lakes may be sold to navigators upon such terms as the Secretary of War may prescribe	Mar. 3, 1869	15	303	1	100,000 00	1870	97,228 38			97,228 38
For survey of northern and northwestern lakes	July 15, 1870	16	300	1	100,000 00	1871	100,651 77			100,651 77
For examination and surveys for improvement of the northern and northwestern lakes and rivers and the Atlantic and Pacific coasts, and for contingencies of rivers and harbors not provided for in this act	Mar. 3, 1871	16	542	1	175,000 00	1872	175,000 00		4,755 39	175,000 00
For continuing the surveys of the northern and northwestern lakes; and this appropriation shall be available from the time of the passage of this act	June 10, 1872	17	364	1	175,000 00	1873	175,000 00	2 00		174,998 00
For continuation of the survey of the northern and northwestern lakes, determination of points in the interior of Michigan, and construction of maps	Mar. 3, 1873	17	528	.....	175,000 00	1874	179,010 62	14,642 14		164,368 48
For continuation of the survey of northern and northwestern lakes	June 23, 1874	18	223	1	175,000 00	1875	176,829 00	1,952 25	9,694 27	174,876 75
Reappropriated	June 20, 1874	18	110	5	6,500 00	.....				
For continuation of the survey of northern and northwestern lakes	Mar. 3, 1875	18	389	1	150,000 00	1876	156,500 00	32 93	1,065 62	156,467 07
For continuing surveys of Lakes Erie and Ontario, determination of points in aid of State surveys and construction of maps, continuation of triangulation south from Chicago and east of Lake Erie, survey of the Mississippi River, and miscellaneous	July 31, 1876	19	114	.....	100,000 00	.....				
	Mar. 3, 1877	19	358	.....	110,000 00	1877	114,000 00		29 81	114,000 00
	.....	.....	.....	.....	.....	1878	108,491 67	14,361 91	1,870 24	94,129 76
	June 20, 1878	20	221–2	.....	99,000 00	1879	99,000 00	4,400 47	4,400 47	94,599 53
	June 16, 1880	21	268	.....	40,000 00	1881	40,000 00	712 91	712 91	39,287 09
	Mar. 3, 1881	21	445	.....	18,000 00	1882	18,015 25	15 40		17,999 85
Total					2,930,379 00	.....	2,948,000 56	40,150 42	22,528 71	2,907,850 14
Balance									15	
Youghiogheny River to Cumberland.										
For surveys and estimates for the improvements recommended by the Senate Select Committee on Transportation Routes to the Seaboard, upon the four routes indicated in the report of said committee, and also upon a route from the mouth of the Youghiogheny River, to continue the slack-water navigation up said river to its head waters at the foot of the Alleghany Mountains, thence by canal to Cumberland, intersecting there the Chesapeake and Ohio Canal, $200,000, or so much thereof as may be necessary, to be expended under the direction of the Secretary of War in such manner as, in his judgment, will secure the greatest amount of exact information for each of said routes	June 23, 1874	18	242	1	200,000 00	.....				
For completing the survey and estimates of the route from the mouth of the Youghiogheny River, to continue as above	Mar. 3, 1875	18	461	1	10,000 00	1875	193,500 00			193,500 00
	.....	.....	.....	.....	.....	1876	15,275 00			15,275 00
	.....	.....	.....	.....	.....	1877	373 14		851 86	373 14
Total					210,000 00	.....	209,148 14		851 86	209,148 14
Norfolk to the Atlantic Ocean.										
For a complete survey and examination of all the water lines and routes leading, or that may lead, from the harbor of Norfolk to the Atlantic Ocean south of Hatteras, including any communication that may be practicable with the Cape Fear River; and the said examination and survey shall embrace the line known as the Dismal Swamp line, and the line known as the Albemarle and Chesapeake Canal line, and all other routes and lines that may be practicable in the waters of Eastern North Carolina, connecting Norfolk Harbor by inland navigation with the ocean south of Cape Hatteras	June 18, 1878	20	162	1	20,000 00	1879	20,000 00			20,000 00
Steam dredging-machines for the Lakes.										
For a dredging-machine on Lake Erie	July 2, 1836	5	68	.....	8,000 00	1837	8,000 00			8,000 00
To pay a balance due Lyon and Howard	Mar. 3, 1841	5	416	2	4,369 00	1841	4,369 00			4,369 00
For constructing a steam dredge, equipment and discharging scows for Lake Erie	Aug. 30, 1852	10	59	.....	20,000 00	1853	116 97			116 97
	.....	.....	.....	.....	.....	1854	19,496 40			19,240 39
	.....	.....	.....	.....	.....	1855	386 63			
	.....	.....	.....	.....	.....	1866		432 59	432 59	
	.....	.....	.....	.....	.....	1867		210 05		
	.....	.....	.....	.....	.....	1868			210 05	

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Steam dredging-machines for the Lakes—Continued.										
For constructing a steam dredge, equipment and discharging scows for Lake Michigan	Aug. 30, 1852	10	58	.....	$20,000 00	1853	$116 95	.....	.....	$116 95
	.....	.....	.....	.....	.....	1854	15,696 70	.....	.....	15,696 70
To pay a balance due Lyon and Howard	Mar. 3, 1855	10	867	.....	8,617 81	1855	12,804 16	.....	.....	12,804 16
For the construction of a steam dredge, equipment and discharging scows, for the waters of the Chesapeake Bay and the Atlantic coast	Aug. 30, 1852	10	58	.....	20,000 00	1853	4,000 00	.....	.....	4,000 00
	.....	.....	.....	.....	.....	1854	12,500 00	.....	.....	12,500 00
	.....	.....	.....	.....	.....	1855	3,500 00	.....	.....	3,500 00
For constructing a steam dredge, equipment and discharging scows for Lake Ontario	Aug. 30, 1852	10	59	.....	20,000 00	1853	116 97	.....	.....	116 97
	.....	.....	.....	.....	.....	1854	19,718 94	.....	.....	19,718 94
	.....	.....	.....	.....	.....	1855	164 09	.....	.....	164 09
For constructing a steam dredge, equipment and scows for Lake Champlain, and improving navigation thereof	Aug. 30, 1852	10	60	.....	20,000 00	1853	116 95	.....	.....	116 95
	.....	.....	.....	.....	.....	1854	19,248 53	.....	.....	18,783 82
	.....	.....	.....	.....	.....	1855	634 52	.....	.....	.....
	.....	.....	.....	.....	.....	1866	.....	$453 18	$453 18	.....
	.....	.....	.....	.....	.....	1867	.....	646 05	.....	.....
	.....	.....	.....	.....	.....	1868	.....	.....	646 05	.....
To supply a deficiency in the appropriation for building four steam dredge-boats in use by the War Department on Lakes Champlain, Erie, Michigan, and Ontario, to be applied for materials, machinery, tools, and labor furnished in painting said boats	Mar. 3, 1855	10	670	10	1,696 15	1856	1,110 66	.....	.....	1,110 66
	.....	.....	.....	.....	.....	1862	.....	.....	585 49	.....
Total	.....	.....	.....	.....	122,682 96	.....	122,097 47	1,741 87	2,327 36	120,355 60
Snag-boats and dredge-boats.										
For the construction and repair of snag-boats, dredge-boats, discharging scows, and machinery to be used on the Mississippi, Ohio, Missouri, Arkansas, and other western rivers	Aug. 30, 1852	10	56	.....	150,000 00	1853	140,596 00	.....	.....	140,596 00
	.....	.....	.....	.....	.....	1854	848 02	.....	.....	848 02
	.....	.....	.....	.....	.....	1855	8,555 98	.....	.....	8,050 32
	.....	.....	.....	.....	.....	1858	.....	62 84	.....	.....
	.....	.....	.....	.....	.....	1860	.....	338 40	.....	.....
	.....	.....	.....	.....	.....	1862	.....	1 03	63 87	.....
	.....	.....	.....	.....	.....	1863	.....	.....	338 40	.....
	.....	.....	.....	.....	.....	1865	.....	103 39	103 39	.....
For building and operating two dredges and snag-boats, to be used on the Mississippi River between Fort Snelling and Rock Island Rapids	Mar. 2, 1867	14	421	1	96,000 00	1867	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1868	65,000 00	.....	.....	65,000 00
	.....	.....	.....	.....	.....	1869	20,750 00	.....	.....	20,750 00
	.....	.....	.....	.....	.....	1870	210 06	.....	.....	210 06
	.....	.....	.....	.....	.....	1872	.....	.....	39 94	.....
For construction of snag-boats and other apparatus for clearing western rivers, and for the outfit, working, and preservation thereof	June 23, 1866	14	71	1	550,000 00	1867	10,000 00	.....	.....	10,000 00
	.....	.....	.....	.....	.....	1868	248,367 81	8,700 00	.....	239,667 81
	.....	.....	.....	.....	.....	1869	82,400 00	.....	.....	82,400 00
	.....	.....	.....	.....	.....	1870	187,928 64	.....	.....	187,928 64
	.....	.....	.....	.....	.....	1871	22,413 47	20 77	.....	22,392 70
	.....	.....	.....	.....	.....	1872	7,610 85	.....	.....	7,610 85
Total	.....	.....	.....	.....	796,000 00	.....	804,680 83	9,226 43	545 60	795,454 40
Construction of an iron steamer.										
For an iron steamer to be used in the survey of the northern and northwestern lakes, including Lake Superior, under the War Department	Aug. 5, 1854	10	578	1	50,000 00	1855	284 48	.....	.....	284 48
	.....	.....	.....	.....	.....	1856	715 52	.....	.....	715 52
	.....	.....	.....	.....	.....	1857	49,000 00	.....	.....	49,000 00
Total	.....	.....	.....	.....	50,000 00	.....	50,000 00	.....	.....	50,000 00

Charts, &c.											
For publishing an atlas of charts of the surveys of the northern and northwestern lakes, made under various appropriations, under the direction of the Secretary of War	Mar. 3, 1849	9	362	1	5,000 00	1852	5,000 00			5,000 00
For printing and distributing charts of lake surveys	Mar. 3, 1853	10	202	1	1,500 00	1854				
	Aug. 5, 1854	10	579	1	1,500 00	1855	1,986 00	60 68		1,925 32
						1856	1,074 68			1,074 68
For printing charts of lake surveys	Aug. 30, 1856	11	150		5,000 00	1857	1,000 00			1,000 00
	Mar. 3, 1857	11	203	1	5,000 00	1858	6,000 00	5 00		5,995 00
	June 12, 1858	11	335	1	10,000 00	1859	5,000 00			5,000 00
	Mar. 3, 1859	11	433	1	10,000 00	1860	10,000 00			10,000 00
	June 21, 1860	12	66	1	10,000 00					
	Mar. 2, 1861	12	203	1	10,000 00	1861	5,000 00			5,000 00
						1862	1,500 00			1,500 00
	July 5, 1862	12	508	1	10,000 00					
	Feb. 9, 1863	12	646	1	15,000 00	1864	4,000 00			4,000 00
For engraving and printing chart of lake surveys	July 2, 1864	13	354		10,000 00	1865	9,800 00			9,800 00
	Feb. 28, 1865	13	444		15.000 00	1866	5,000 00			5,000 00
						1867	16,000 00			16,000 00
						1868	1,507 64			1,507 64
						1869	11,000 00			11,000 00
						1870	11,276 76			7,868 19
						1871	121 78	2,814 30		
						1872		716 05	16,329 17	
Total					108,000 00		95,266 86	3,596 03	16,329 17	91,670 83
Removal of sunken vessels.											
The act of June 14, 1880, provides that, "Whenever hereafter the navigation of any river, lake, harbor, or bay, or other navigable water of the United States shall be obstructed or endangered by any sunken vessel or water craft, it shall be the duty of the Secretary of War, upon satisfactory information thereof, to cause reasonable notice, of not less than thirty days, to be given, personally or by publication, at least once a week in the newspaper published nearest the locality of such sunken vessel or craft, to all persons interested in such vessel or craft, or in the cargo thereof, of the purpose of said Secretary, unless such vessel or craft shall be removed as soon thereafter as practicable by the parties interested therein, to cause the same to be removed. If such sunken vessel or craft and cargo shall not be removed by the parties interested therein as soon as practicable after the date of the giving of such notice by publication, or after such personal service of notice, as the case may be, such sunken vessel or craft shall be treated as abandoned and derelict, and the Secretary of War shall proceed to remove the same. Such sunken vessel or craft and cargo and all property therein, when so removed, shall, after reasonable notice of the time and place of sale, be sold to the highest bidder or bidders for cash, and the proceeds of such sales shall be deposited in the Treasury of the United States to the credit of a fund for the removal of such obstructions to navigation, under the direction of the Secretary of War, and to be paid out for that purpose on his requisition therefor. The provisions of this act shall apply to all such wrecks, whether removed under this act or under any other act of Congress. Such sum of money as may be necessary to execute this section of this act is hereby appropriated out of any money in the Treasury of the United States not otherwise appropriated, to be paid out on the requisition of the Secretary of War	June 14, 1880	21	197	4	8,574 58	1881	8,574 58			7,840 60
						1882	7,602 90	8,336 88		
Total					8,574 58		16,177 48	8,336 88		7,840 60
Balance									733 98	

Statement of appropriations and expenditures for rivers and harbors, &c.—Continued.

General object (title of appropriation), and details and explanations.	Date of act making the appropriation.	Reference to the Stats. at Large. Volume.	Page.	Section.	Amount of annual appropriation.	Year of expenditure.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.
Purchase and management of Louisville and Portland Canal.										
By the act of March 3, 1873, the Secretary of the Treasury is authorized and directed to assume, on behalf of the United States, the control and management of the said canal, in conformity with the terms of the joint resolution of the legislature of the State of Kentucky, approved March 28, 1872, at such time and in such manner as in his judgment the interests of the United States, and the commerce thereof, may require; and the sum of money necessary to enable the Secretary to carry this provision into effect is hereby appropriated: *Provided*, That after the United States shall assume control of said canal, the tolls thereon on vessels propelled by steam shall be reduced to 25 cents per ton, and on all other vessels in proportion	Mar. 3, 1873	17	563	1	$1,250,000 00	1875	$107,794 31	.....	.....	$107,794 31
	.....	.....	.....	.....	.....	1876	408,160 00	.....	.....	408,160 00
	.....	.....	.....	.....	.....	1877	48,120 00	.....	.....	48,120 00
	.....	.....	.....	.....	.....	1878	71,910 00	.....	.....	71,910 00
	.....	.....	.....	.....	.....	1879	23,970 00	.....	.....	23,970 00
	.....	.....	.....	.....	.....	1880	71,910 00	.....	.....	71,910 00
	.....	.....	.....	.....	.....	1881	422,970 00	.....	.....	422,970 00
	.....	.....	.....	.....	.....	1882	36,000 00	.....	.....	36,000 00
Total	.....	.....	.....	.....	1,250,000 00	.....	1,190,834 31	.....	.....	1,190,834 31
Balance	.....	.....	.....	.....	.....	.....	.....	.....	$59,165 69	
Purchase of Shreve's patent.										
The act of January 13, 1881, provides "That the Secretary of the Treasury pay to the legal representatives of Henry M. Shreve, deceased, the sum of $50,000 as a full compensation for, and in satisfaction of, all claims for the invention of the steam snag-boat, and for the use of the same, past, present, and future, and for any and all rights that the said Shreve may have acquired under the patent granted to him for the invention of the steam snag-boat"	Jan. 13, 1881	21	602	.....	50,000 00	1881	50,000 00	.....	.....	50,000 00

RECAPITULATION OF RIVERS AND HARBORS BY STATES AND LOCALITIES.

Location.	Page.	Amount of annual appropriation.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.	Balances June 30, 1882.
ALABAMA.							
Alabama River	117	$100,000 00	$95,000 00			$95,000 00	$5,000 00
Chattahoochie and Flint Rivers (Alabama, Florida, and Georgia)	225						
Choctawhatchie River (Alabama and Florida)	225						
Coosa River (Alabama and Georgia)	226						
Escambia River (Alabama and Florida)	229						
Mobile Harbor	117	967,701 82	859,883 18	$12,241 43	$10,060 07	847,641 75	110,000 00
Pass au Heron	118	24,050 00	14,950 00	1,449 38	10,549 38	13,500 62	
Tennessee River (Alabama, Kentucky, and Tennessee)	260						
Warrior and Tombigbee Rivers (Alabama and Mississippi)	261						
Total		1,091,751 82	969,833 18	13,690 81	20,609 45	956,142 37	115,000 00
ARKANSAS.							
Arkansas River (Arkansas, Indian Territory, and Kansas)	224						
Bayou Bartholomew (Arkansas and Louisiana)	225						
Black River (Arkansas and Missouri)	225						
Current River (Arkansas and Missouri)	228						
Fourche Le Fevre River	119	17,000 00	17,000 00			17,000 00	
L'Anguille River	119	17,000 00	15,500 00			15,500 00	1,500 00
Little Missouri River	119	20,000 00	20,000 00			20,000 00	
Mississippi River (Arkansas, Illinois, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Tennessee, and Wisconsin)	230–48						
Ouachita River (Arkansas and Louisiana)	257						
Red River of the South (Arkansas, Louisiana, and Texas)	258						
Saint Francis River	119	15,000 00	15,000 00			15,000 00	
Saline River	119	12,500 00	12,500 00			12,500 00	
White River	119	103,000 00	103,000 00			103,000 00	
White, Black, and Little Red Rivers	119	10,000 00	10,000 00			10,000 00	
White, Black, and Saint Francis Rivers (Arkansas and Missouri)	262						
White and Saint Francis Rivers	120	122,000 00	122,000 00			122,000 00	
Total		316,500 00	315,000 00			315,000 00	1,500 00
CALIFORNIA.							
Humboldt Harbor	120	40,000 00	40,000 00			40,000 00	
Oakland Harbor	120	535,000 00	473,000 00			473,000 00	62,000 00
Petalumas Creek	120	16,000 00	8,000 00			8,000 00	8,000 00
Sacramento River	120	140,000 00	135,000 00			135,000 00	5,000 00
Sacramento and Feather Rivers	120	15,000 00	15,000 00			15,000 00	
San Diego River	121	111,000 00	111,000 00			111,000 00	
San Francisco Harbor	121	75,000 00	73,500 00	2,328 57		71,171 43	3,828 57
San Joaquin River	121	80,000 00	75,000 00			75,000 00	5,000 00
Straits of Fuca and San Francisco, harbor of refuge between	121	150,000 00	10,257 11			10,257 11	139,742 89
Wilmington Harbor	121	555,000 00	555,000 00			555,000 00	
Total		1,717,000 00	1,495,757 11	2,328 57		1,493,428 54	223,571 46

Recapitulation of rivers and harbors by States and localities—Continued.

Location.	Page.	Amount of annual appropriation.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.	Balances June 30, 1882.
CONNECTICUT.							
Bridgeport Harbor	121	$195,000 00	$195,000 00	$143 20	$143 20	$194,856 80	.....
Cedar Point Beach	122	1,000 00	1,000 00	.....	.....	1,000 00	.....
Connecticut River	122	355,130 00	335,130 00	69 06	69 06	335,060 94	$20,000 00
Housatonic River	123	64,000 00	64,000 00	.....	.....	64,000 00	.....
Little Narragansett Bay (Connecticut and Rhode Island)	230	.....	.....	.....	.....	.....	.....
Milford Harbor	123	33,000 00	33,000 00	.....	.....	33,000 00	.....
Mill River	123	10,587 43	10,587 43	.....	.....	10,587 43	.....
New Haven Breakwater	123	120,000 00	120,000 00	.....	.....	120,000 00	.....
New Haven Harbor	123	201,000 00	201,000 00	250 56	250 56	200,749 44	.....
New London Harbor	124	4,300 00	4,300 00	.....	.....	4,300 00	.....
Norwalk Harbor	124	63,080 00	63,080 00	.....	.....	63,080 00	.....
Pawcatuck River (Connecticut and Rhode Island)	257	.....	.....	.....	.....	.....	.....
Saybrook Harbor	124	39,181 57	23,971 57	550 09	15,760 09	23,421 48	.....
Southport Harbor	124	17,500 00	17,500 00	.....	.....	17,500 00	.....
Stamford Harbor	125	100 00	100 00	16 60	16 60	83 40	.....
Stonington Harbor	125	239,453 83	237,283 02	6 37	2,177 18	237,276 65	.....
Thames River	125	224,150 00	204,704 58	560 12	5 54	204,144 46	20,000 00
Westport (or Saugatuck) Harbor	126	18,444 00	20,514 10	2,126 13	56 03	18,387 97	.....
Total	.....	1,585,926 83	1,531,170 70	3,722 13	18,478 26	1,527,448 57	40,000 00
DELAWARE.							
Broad Creek	126	15,000 00	15,000 00	.....	.....	15,000 00	.....
Broadkiln River	126	20,000 00	11,100 00	.....	.....	11,100 00	8,900 00
Delaware Breakwater	126	2,417,103 70	2,203,591 27	8,779 76	222,292 19	2,194,811 51	.....
Duck Creek	127	8,000 00	8,000 00	.....	.....	8,000 00	.....
Lewes Pier	127	355,500 00	357,119 77	1,619 77	.....	355,500 00	.....
Mispillion Creek	128	10,500 00	10,500 00	.....	.....	10,500 00	.....
New Castle Harbor	128	234,468 99	221,537 28	5,353 34	18,285 05	216,183 94	.....
Reedy Island Harbor	128	95,736 00	95,861 97	266 00	140 03	95,595 97	.....
Saint Jones River	129	5,000 00	500 00	.....	.....	500 00	4,500 00
Wilmington Harbor	129	165,856 00	140,204 68	3,759 90	2,411 22	136,444 78	27,000 00
Total	.....	3,327,164 69	3,063,414 97	19,778 77	243,128 49	3,043,636 20	40,400 00
FLORIDA.							
Appalachicola River	129	98,750 29	88,850 29	157 97	10,057 97	88,692 32	.....
Cedar Keys Harbor	130	82,500 00	82,500 00	.....	.....	82,500 00	.....
Chattahoochie and Flint Rivers (Florida, Alabama, and Georgia)	225	.....	.....	.....	.....	.....	.....
Chipola River	130	9,000 00	3,000 00	.....	6,000 00	3,000 00	.....
Choctawhatchie River (Florida and Alabama)	225	.....	.....	.....	.....	.....	.....
Cumberland Sound (Florida and Georgia)	228	.....	.....	.....	.....	.....	.....
Escambia River (Florida and Alabama)	229	.....	.....	.....	.....	.....	.....
Indian River	130	6,500 00	5,000 00	5 06	1,505 06	4,994 94	.....
Ochlawaha River	131	10,000 00	6,000 00	2,088 05	6,088 05	3,911 95	.....
Ochlochney River	131	5,000 00	5,000 00	.....	.....	5,000 00	.....
Peas Creek	131	7,000 00	7,000 00	.....	.....	7,000 00	.....
Pensacola Harbor	131	90,000 00	45,000 00	.....	.....	45,000 00	45,000 00
Saint Augustine Harbor	131	33,569 80	33,651 66	178 23	96 37	33,473 43	.....
Saint John's River	131	319,000 00	315,000 00	827 17	827 17	314,172 83	4,000 00
Saint John's and Saint Mary's Rivers (Florida and Georgia)	259	.....	.....	.....	.....	.....	.....
Saint Mark's River	132	37,530 00	36,191 75	180 89	1,519 14	36,010 86	.....

Suwannee River	132	23,000 00	18,154 02		4,845 98	18,154 02	
Tampa Bay	132	20,000 00	20,000 00			20,000 00	
Volusia Bar	133	10,500 00	10,500 00			10,500 00	
Withlacoochie River	133	7,500 00	7,500 00			7,500 00	
Yellow River	133	500 00	500 00	57 51	57 51	442 49	
Total		760,350 09	683,847 72	3,494 88	30,997 25	680,352 84	49,000 00
GEORGIA.							
Altamaha River	133	5,000 00	5,000 00			5,000 00	
Brunswick Harbor	133	45,000 00	35,044 00		9,956 00	35,044 00	
Chattahoochie and Flint Rivers (Georgia, Alabama, and Florida)	225						
Coosa River (Georgia and Alabama)	226						
Cumberland Sound (Georgia and Florida)	228						
Darien Harbor	133	8,000 00	8,000 00			8,000 00	
Etowa River	133	10,000 00	1,237 80			1,237 80	8,762 20
Flint River	133	52,000 00	52,000 00			52,000 00	
Ockmulgee River	133	49,000 00	49,000 00			49,000 00	
Oconee River	134	15,500 00	15,500 00			15,500 00	
Oostanaula and Coosawattie Rivers	134	25,000 00	25,000 00			25,000 00	
Saint Augustine's Creek	134	5,000 00	1,582 34			1,582 34	3,417 66
Saint John's and Saint Mary's Rivers (Georgia and Florida)	259						
Savannah Harbor	134	582,000 00	582,000 00			582,000 00	
Savannah River	134	606,096 64	582,731 12	2,402 06	25,767 58	580,329 06	
Survey of rivers	135	10,000 00	10,000 00	629 13	629 13	9,370 87	
Total		1,412,596 64	1,367,095 26	3,031 19	36,352 71	1,364,064 07	12,179 86
IDAHO.							
Lower Clearwater River	135	10,000 00	10,000 00			10,000 00	
ILLINOIS.							
Andalusia Harbor (Mississippi River)	233						
Calumet Harbor	135	277,000 00	285,000 00	8,000 00		277,000 00	
Chicago Harbor	136	1,389,305 00	1,355,002 57	15,697 67	10	1,339,304 90	50,000 00
Galena River	137	66,000 00	66,000 00			66,000 00	
Illinois River	137	895,000 00	630,000 00			630,000 00	265,000 00
Mississippi River (Illinois, Missouri, &c.)	230						
Mississippi and Missouri Rivers (Illinois, Missouri, &c.)	248						
Ohio River (Illinois, Kentucky, &c.)	255						
Quincy Bay (Mississippi River)	235						
Rock Island Harbor (Mississippi River)	233						
Rock Island Rapids (Mississippi River)	233						
Wabash River (Illinois and Indiana)	260						
Waukegan Harbor	137	45,000 00	40,010 61	10 61		40,000 00	5,000 00
Total		2,672,305 00	2,376,013 18	23,708 28	10	2,352,304 90	320,000 00
INDIANA.							
Michigan City Harbor	137	721,203 92	722,700 69	1,501 92	5 15	721,198 77	
Ohio River (Indiana, Illinois, Kentucky, &c.)	255						
Wabash River (Indiana and Illinois)	260						
White River	138	65,000 00	65,000 00			65,000 00	
Total		786,203 92	787,700 69	1,501 92	5 15	786,198 77	
IOWA.							
Burlington Harbor (Mississippi River)	234						
Council Bluffs (Missouri River)	251						
Des Moines and Iowa Rivers	139	1,000 00	1,000 00	86	86	999 14	
Des Moines Rapids (Mississippi River)	234						
Dubuque Harbor (Mississippi River)	233						
Fort Madison Harbor (Mississippi River)	234						
Guttenberg Harbor (Mississippi River)	233						

Recapitulation of rivers and harbors by States and localities—Continued.

Localities.	Page.	Amount of annual appropriation.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.	Balances June 30, 1882.
IOWA—Continued.							
Mississippi River (Iowa, Illinois, &c.)	230						
Missouri River (Iowa, Nebraska, &c.)	251						
Muscatine Harbor (Mississippi River)	233						
Red Cedar River	139	$1,500 00	$1,500 00			$1,500 00	
Rock Island Rapids (Mississippi River)	233						
Sioux City (Missouri River)	251						
Total		2,500 00	2,500 00	$0 86	$0 86	2,499 14	
KENTUCKY.							
Big Sandy River	139	129,000 00	39,500 00			39,500 00	$89,500 00
Cumberland River (Kentucky and Tennessee)	227						
Kentucky River	139	325,000 00	325,000 00			325,000 00	
Mississippi River (Kentucky, Missouri, &c.)	230						
Ohio River (Kentucky, Indiana, &c.)	255						
Ohio River, Falls, and Canal	254						
Tennessee River (Kentucky, Alabama, and Tennessee)	260						
Tradewater River	140	3,000 00	3,000 00			3,000 00	
Total		457,000 00	367,500 00			367,500 00	89,500 00
LOUISIANA.							
Amite River	140	13,000 00	300 00			300 00	12,700 00
Bayou Bartholomew (Louisiana and Arkansas)	225						
Bayou Black	140	10,000 00	5,000 00			5,000 00	5,000 00
Bayou Bœuf	140	5,000 00	5,000 00			5,000 00	
Bayou Courtableau	140	15,000 00	9,000 00			9,000 00	6,000 00
Bayou La Fourche	141	27,500 00	24,500 00	2,013 98	2,013 98	22,486 02	3,000 00
Bayou Teche	141	69,200 00	22,185 21	1,222 48	5,237 27	20,962 73	43,000 00
Bayou Terrebonne	141	18,800 00	12,800 00			12,800 00	6,000 00
Calcasieu Pass	141	27,000 00	27,000 00			27,000 00	
Calcasieu River	141	3,000 00					3,000 00
Chifuncte River	141	7,500 00	5,500 00	279 00	779 00	5,221 00	1,500 00
Cypress Bayou (Louisiana and Texas)	228						
Lake Pontchartrain Harbor	142	25,000 00	25,000 00	557 67	557 67	24,442 33	
Mississippi River (Louisiana, Mississippi, &c.)	230						
New Orleans Harbor (Mississippi River)	237						
Ouachita River (Louisiana and Arkansas)	257						
Red River of the South (Louisiana, Arkansas, and Texas)	258						
Tangipahoa River	142	9,500 00	7,500 00	102 50	102 50	7,397 50	2,000 00
Tensas River	142	3,000 00	3,000 00			3,000 00	
Tickfaw River	142	2,000 00					2,000 00
Vermillion River	142	9,900 00	5,200 00			5,200 00	4,700 00
Total		245,400 00	151,985 21	4,175 63	8,690 42	147,809 58	88,900 00
MAINE.							
Belfast Harbor	143	26,200 00	23,033 76		166 24	23,033 76	3,000 00
Camden Harbor	143	30,000 00	30,000 00			30,000 00	
Cathance River	143	16,000 00	16,000 00			16,000 00	
Cobscook Bay	143	5,300 00	5,300 00	1,126 49	1,126 49	4,173 51	
Gut opposite Bath	143	45,500 00	45,500 00			45,500 00	

Kennebec River	143	145,520 32	154,417 95	9,265 82	368 19	145,152 13	
Kennebunk River	144	65,175 00	65,175 00	83 49	83 49	65,091 51	
Lubec Channel	144	75,000 00	44,000 00			44,000 00	31,000 00
Machias River	145	32,000 00	32,000 00			32,000 00	
Matinicus Island Breakwater	145	1,000 00	1,000 00	837 70	837 70	162 30	
Moosabec Bar	145	10,000 00	10,000 00			10,000 00	
Narraguagus River	145	22,000 00	22,000 00			22,000 00	
Owl's Head Harbor	145	17,902 11	32,688 56	14,791 40	4 95	17,897 16	
Penobscot River	145	198,300 00	198,300 00	2 70	2 70	198,297 30	
Piscataqua River	146	8,510 00	8,510 00	9 78	9 78	8,500 22	
Portland Harbor	146	371,477 05	385,355 34	14,089 84	211 55	371,265 50	
Richmond Harbor	146	10,000 00	10,000 00			10,000 00	
Richmond Island Harbor	147	120,000 00	120,000 00	155 78	155 78	119,844 22	
Rockland Harbor	147	20,000 00	20,000 00			20,000 00	
Royals River	147	20,000 00	20,000 00			20,000 00	
Saco Harbor	147	127,000 00	143,013 87	16,017 12	3 25	126,996 75	
Saint Croix River	147	39,000 00	5,000 00			5,000 00	34,000 00
Sullivan River	147	35,000 00	35,000 00			35,000 00	
Union River	148	30,000 00	30,000 00	25 00	25 00	29,975 00	
Wells Harbor	148	5,000 00	5,000 00			5,000 00	
Total		1,475,884 48	1,461 294 48	56,405 12	2,995 12	1,404,889 36	68,000 00

MARYLAND.

Annapolis Harbor	148	10,000 00	794 02			794 02	9,205 98
Baltimore Harbor	148	1,065,000 00	835,000 00			835,000 00	230,000 00
Cambridge Harbor	148	35,000 00	35,000 00	2,687 70		32,312 30	2,687 70
Chesapeake Bay	149	500 00	500 00	14 44	14 44	485 56	
Chester River	149	34,500 00	32,000 00	166 84		31,833 16	2,666 84
Choptank River	149	10,000 00	10,000 00			10,000 00	
Crisfield Harbor	149	37,317 50	37,317 50			37,317 50	
Deal's Island Passage	149	5,000 00	5,000 00			5,000 00	
Elk River	149	25,000 00	25,000 00			25,000 00	
Leonardtown Harbor (Breton Bay)	149	15,000 00	15,000 00			15,000 00	
Northeast River	149	15,500 00	15,500 00			15,500 00	
Patapsco River	149	293,100 00	294,634 93	2,007 77	472 84	292,627 16	
Pocomoke River	150	10,000 00	10,000 00			10,000 00	
Queenstown Harbor	150	14,000 00	14,000 00			14,000 00	
Saint Jerome's Creek	150	6,500 00	6,500 00			6,500 00	
Secretary Creek	150	6,000 00	6,000 00			6,000 00	
Susquehanna River	150	91,400 00	95,900 00	4,500 00		91,400 00	
Treadhaven Creek	151	6,000 00	6,000 00			6,000 00	
Wicomico River	151	40,000 00	39,000 00			39,000 00	1,000 00
Worten Harbor	151	12,000 00	12,000 00			12,000 00	
Total		1,731,817 50	1,495,146 45	9,376 75	487 28	1,485,769 70	245,560 52

MASSACHUSETTS.

Bass River	151	20,150 41	20,150 41	07	07	20,150 34	
Boston Harbor	151	1,876,526 10	1,877,844 06	52,937 48	1,619 52	1,824,906 58	50,000 00
Duxbury Harbor	153	20,000 00	20,000 00			20,000 00	
East Dennis Breakwater	153	1,500 00	1,542 43	1,534 86	1,492 43	7 57	
Edgartown Harbor	153	23,000 00	23,000 00			23,000 00	
Fall River Harbor	153	30,000 00	30,000 00			30,000 00	
Gloucester Harbor	153	10,000 00	10,686 84	686 84		10,000 00	
Hyannis Harbor	153	123,431 82	123,619 16	261 58	74 24	123,357 58	
Marblehead Harbor	154	900 00	900 00	150 58	150 58	749 42	
Merrimac River	154	218,366 72	232,941 54	15,474 82	900 00	217,466 72	
Nantucket Harbor	154	120,834 75	70,924 75	63	4,910 63	70,924 12	45,000 00
New Bedford Harbor	155	37,691 37	30,190 37	155 73	7,656 73	30,034 64	
Newburyport Harbor	155	90,000 00	40,000 00			40,000 00	50,000 00
Plymouth Beach and Harbor	155	126,266 90	128,292 57	2,115 83	90 16	126,176 74	
Provincetown Harbor	156	126,918 44	126,569 55	3,316 58	3,665 47	123,252 97	
Salem Harbor	156	25,000 00	25,000 00			25,000 00	
Sandy Bay Breakwater	157	69,232 57	69,232 57	3 32	3 32	69,229 25	
Scituate Harbor	157	18,680 00	18,680 00	89 02	89 02	18,590 98	

Recapitulation of rivers and harbors by States and localities—Continued.

Location.	Page.	Amount of annual appropriation.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.	Balances June 30, 1882.
MASSACHUSETTS—Continued.							
Taunton River	157	$108,500 00	$83,589 09	$138 88	$49 79	$83,450 21	$25,000 00
Wareham Harbor	157	50,000 00	50,000 00			50,000,00	
Wellfleet Harbor	158	5,000 00	5,000 00			5,000 00	
Wood's Holl Harbor	158	17,500 00	17,517 24	34 48	17 24	17,482 76	
Total		3,119,499 08	3,005,680 58	76,900 70	20,719 20	2,928,779 88	170,000 00
MICHIGAN.							
Alpena Harbor (Thunder Bay)	158	4,500 00	5,064 64	564 64		4,500 00	
Au Sable River	158	106,000 00	106,000 00			106,000 00	
Belle River, harbor of refuge	158	7,000 00	7,000 00			7,000 00	
Black Lake Harbor	158	229,615 31	229,622 66	8 54	1 19	229,614 12	
Charlevoix Harbor	159	51,000 00	51,000 00			51,000 00	
Cheboygan Harbor	159	103,000 00	103,000 00			103,000 00	
Clinton River	159	19,500 00	19,608 44	108 44		19,500 00	
Detroit River	159	275,000 00	275,000 00			275,000 00	
Eagle Harbor	160	97,000 00	99,176 51	5,676 51		93,500 00	3,500 00
Frankfort Harbor (formerly "Aux Becs Scies")	160	189,341 00	189,348 97	7 97		189,341 00	
Grand Haven Harbor	160	402,000 00	373,271 22	1,271 22		372,000 00	30,000 00
Grand Marais, harbor of refuge	161	30,000 00	2,500 00			2,500 00	27,500 00
Grand River	161	10,000 00	8,000 00			8,000 00	2,000 00
Lake Huron, harbor of refuge	161	825,000 00	796,000 00	1,000 00		795,000 00	30,000 00
La Plaisance Bay	161	19,803 07	20,003 02	309 08	109 13	19,693 94	
Ludington Harbor (formerly "Pere Marquette")	162	183,000 00	183,000 00	90	90	182,999 10	
Manistee Harbor	162	203,000 00	203,000 87	87		203,000 00	
Manistique Harbor	162	6,000 00	4,000 00			4,000 00	2,000 00
Marquette Harbor	162	271,500 00	271,500 00			271,500 00	
Menomonee Harbor (Michigan and Wisconsin)	230						
Monroe Harbor	163	212,515 27	212,513 06	19 71	21 92	212,493 35	
Muskegon Harbor	163	176,500 00	176,500 00			176,500 00	
New Buffalo Harbor	164	78,000 00	78,756 23	756 23		78,000 00	
Ontonagon Harbor	164	237,600 00	237,682 41	82 41		237,600 00	
Pentwater Harbor	164	165,000 00	165,000 00			165,000 00	
Portage Lake, harbor of refuge	165	30,000 00	30,000 00			30,000 00	
Saginaw River	165	211,000 00	210,000 00			210,000 00	1,000 00
Saint Clair River	165	61,500 00	61,500 00			61,500 00	
Saint Clair Flats and Canal	165	437,389 60	437,595 59	206 23	24	437,389 36	
Saint Joseph's Harbor	166	283,113 00	283,634 18	521 98	80	283,112 20	
Saint Mary's River and Saint Mary's Falls Canal	167	2,629,000 00	2,568,617 88	4 85	386 97	2,568,613 03	60,000 00
Saugatuck Harbor	167	85,500 00	85,500 00			85,500 00	
Sebawaing River	168	15,000 00	15,000 00			15,000 00	
South Haven Harbor	168	159,500 00	159,500 00			159,500 00	
White River Harbor	168	171,000 00	171,337 53	337 53		171,000 00	
Total		7,984,877 25	7,839,233 21	10,877 11	521 15	7,828,356 10	156,000 00
MINNESOTA.							
Duluth Harbor	169	290,000 00	290,003 00	3 00		290,000 00	
Grand Marais Harbor	169	40,000 00	40,000 00			40,000 00	
Meeker's Island lock and dam (Mississippi River)	231						

Minnesota River	169	117,500 00	117,500 00			117,500 00	
Mississippi River (Minnesota, Wisconsin, &c.)	230						
Red River of the North (Minnesota and Dakota)	257						
Saint Anthony's Falls (Mississippi River)	231						
Saint Croix River (Minnesota and Wisconsin)	259						
Total		447,500 00	447,503 00	3 00		447,500 00	
MISSISSIPPI.							
Big Sunflower River	170	32,000 00	32,000 00			32,000 00	
Coldwater River	170	11,000 00	11,000 00			11,000 00	
Mississippi River (Mississippi, Arkansas, &c.)	230						
Noxubee River	170	20,000 00	20,000 00			20,000 00	
Pascagoula River	170	94,400 00	78,802 04	5,126 83	20,724 79	73,675 21	
Pearl River	171	71,000 00	9,000 00			9,000 00	62,000 00
Tallahatchie River	171	18,000 00	18,000 00			18,000 00	
Tchula Lake	171	3,000 00	3,000 00			3,000 00	
Vicksburg Harbor (Mississippi River)	237						
Warrior and Tombigbee Rivers (Mississippi and Alabama)	261						
Yallabusha River	171	3,500 00	3,500 00			3,500 00	
Yazoo River	171	125,000 00	125,000 00			125,000 00	
Total		377,900 00	300,302 04	5,126 83	20,724 79	295,175 21	62,000 00
MISSOURI.							
Black River (Missouri and Arkansas)	225						
Cuivre River	171	7,000 00	7,000 00			7,000 00	
Current River (Missouri and Arkansas)	228						
Gasconade River	172	15,000 00	15,000 00			15,000 00	
Mississippi River (Missouri, Illinois, &c.)	230						
Mississippi and Missouri Rivers (Missouri, Illinois, &c.)	248						
Missouri River (Missouri, Kansas, Nebraska, &c.)	251						
Osage River (Missouri and Kansas)	257						
Saint Louis Harbor (Mississippi River)	236						
White, Black, and Saint Francis Rivers (Missouri and Arkansas)	262						
Total		22,000 00	22,000 00			22,000 00	
NEW HAMPSHIRE.							
Cocheco River	172	95,000 00	95,000 00			95,000 00	
Exeter River	172	35,000 00	35,000 00			35,000 00	
Lamprey River	172	10,000 00	10,000 00			10,000 00	
Portsmouth Harbor	173	55,000 00	28,000 00			28,000 00	27,000 00
Winnipiseogee Lake	173	7,500 00	7,500 00			7,500 00	
Total		202,500 00	175,500 00			175,500 00	27,000 00
NEW JERSEY.							
Cheesequake's Creek	173	25,000 00	1,000 00			1,000 00	24,000 00
Cohansey Creek	173	31,000 00	31,000 00			31,000 00	
Cranberry Inlet	173	1,000 00	1,000 00	31	31	999 69	
Delaware River (New Jersey, Pennsylvania, &c.)	228						
Elizabeth River	173	19,000 00	19,000 00			19,000 00	
Flat Beach	173	100 00	100 00	29 20	29 20	70 80	
Little Egg Harbor	174	23,500 00	23,500 00	8,452 00	8,452 00	15,048 00	
Manasquan River	174	32,000 00	33,581 91	2,581 91		31,000 00	1,000 00
Mattawan Creek	174	15,000 00	15,000 00			15,000 00	
Newark Bay	174	12,000 00	18,704 61	6,828 94	124 33	11,875 67	
New Brunswick Harbor	174	13,963 00	13,963 00	22 12	22 12	13,940 88	
Passaic River	174	194,000 00	194,520 00	2,452 62		192,067 38	1,932 62
Rahway River	175	30,000 00	30,359 30	359 30		30,000 00	
Rancocas River	175	10,000 00	10,000 00			10,000 00	
Raritan Bay	175	50,000 00	50,000 00			50,000 00	
Raritan River	175	385,000 00	365,000 00			365,000 00	20,000 00
Salem River	175	13,000 00	13,000 00			13,000 00	
Shrewsbury River	175	164,500 00	160,629 37	7,135 21	5 84	153,494 16	11,000 00

Recapitulation of rivers and harbors by States and localities—Continued.

Location.	Page.	Amount of annual appropriation.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.	Balances June 30, 1882.
NEW JERSEY—Continued.							
South River	176	$66,000 00	$21,000 00	.....	.....	$21,000 00	$45,000 00
Staten Island Channel (New York and New Jersey)	259	.....	.....	.....	.....	.....	.....
Tucker's Island (Flat Beach)	174	.....	.....	.....	.....	.....	.....
Woodbridge Creek	176	14,000 00	14,258 27	$258 27	.....	14,000 00	.....
Total	.....	1,099,063 00	1,015,616 46	28,119 88	$8,633 80	987,496 58	102,932 62
NEW YORK.							
Black River	176	42,401 00	42,401 00	329 86	329 86	42,071 14	.....
Black Rock Harbor	176	52,098 00	52,596 12	501 12	3 00	52,095 00	.....
Buffalo Harbor	176	1,524,880 41	1,464,089 98	7,376 41	33,166 84	1,456,713 57	35,000 00
Buttermilk Channel	177	120,000 00	70,000 00	.....	.....	70,000 00	50,000 00
Canarsie Bay	178	15,000 00	10,000 00	.....	.....	10,000 00	5,000 00
Cattaraugus Creek	178	57,410 00	57,410 00	.....	.....	57,410 00	.....
Charlotte Harbor	178	290,978 40	299,942 07	10,234 60	1,270 93	289,707 47	.....
Delaware River (New York, Pennsylvania, &c.)	228	.....	.....	.....	.....	.....	.....
Dunkirk Harbor	179	444,579 38	445,735 20	1,256 35	100 53	444,478 85	.....
East Chester Creek	179	54,000 00	47,000 00	.....	.....	47,000 00	7,000 00
East River and Hell Gate	180	2,745,000 00	2,695,000 00	.....	.....	2,695,000 00	50,000 00
Echo Harbor, New Rochelle	180	39,000 00	31,000 00	.....	.....	31,000 00	8,000 00
Flushing Bay	180	45,000 00	45,000 00	.....	.....	45,000 00	.....
Genesee River (Charlotte Harbor)	178	.....	.....	.....	.....	.....	.....
Gowanus Bay	180	40,000 00	30,000 00	.....	.....	30,000 00	10,000 00
Great Sodus Bay	181	361,771 80	368,504 59	6,732 79	.....	361,771 80	.....
Harlem River	181	410,000 00	10,000 00	.....	.....	10,000 00	400,000 00
Hudson River	181	1,225,188 00	1,180,434 20	246 20	.....	1,180,188 00	45,000 00
Huntington Harbor	182	22,500 00	22,500 00	.....	.....	22,500 00	.....
Little Sodus Bay	182	218,840 41	224,616 88	5,776 47	.....	218,840 41	.....
Newtown Creek	183	10,000 00	10,000 00	.....	.....	10,000 00	.....
Niagara River	183	5,000 00	5,000 00	.....	.....	5,000 00	.....
Oak Orchard Harbor	183	173,500 00	187,379 60	13,879 60	.....	173,500 00	.....
Ogdensburg Harbor	183	110,000 00	116,801 67	7,716 22	914 55	109,085 45	.....
Olcott Harbor	184	118,000 00	128,000 00	10,000 00	.....	118,000 00	.....
Oswego Harbor	184	1,331,487 87	1,341,719 19	10,247 24	15 92	1,331,471 95	.....
Peconic River	185	25,000 00	25,000 00	.....	.....	25,000 00	.....
Plattsburg Harbor	185	139,180 01	146,533 19	7,353 18	.....	139,180 01	.....
Port Chester Harbor	186	12,000 00	10,050 00	.....	.....	10,050 00	1,950 00
Port Jefferson Harbor	186	72,200 00	72,200 00	.....	.....	72,200 00	.....
Portland Harbor	186	56,616 00	56,711 00	268 64	173 64	56,442 36	.....
Port Ontario Harbor	186	50,000 00	52,021 33	2,357 97	336 64	49,663 36	.....
Pultneyville Harbor	187	67,000 00	67,000 00	.....	.....	67,000 00	.....
Rondout Harbor	187	90,000 00	90,000 00	.....	.....	90,000 00	.....
Sacketts Harbor	187	6,000 00	5,487 00	9 55	522 55	5,477 45	.....
Sag Harbor	187	150 00	150 00	15 71	15 71	134 29	.....
Sandy Creek	187	300 00	300 00	172 56	172 56	127 44	.....
Sandy Hook Channel	187	116,530 00	142,183 20	63,300 00	37,646 80	78,883 20	.....
Sheepshead Bay	188	8,000 00	1,000 00	.....	.....	1,000 00	7,000 00
Staten Island Channel (New York and New Jersey)	259	.....	.....	.....	.....	.....	.....
Staten Island Ice-breaker	188	19,500 00	20,502 10	1,019 90	17 80	19,482 20	.....
Sumpawamus Inlet	188	5,000 00	1,000 00	.....	.....	1,000 00	4,000 00
Ticonderoga River	188	5,000 00	5,000 00	.....	.....	5,000 00	.....
Waddington Harbor	188	35,500 00	35,500 00	.....	.....	35,500 00	.....
Whitehall Harbor	188	33,000 00	33,000 00	.....	.....	33,000 00	.....

Wilson Harbor	189	40,000 00	40,000 00			40,000 00	
Total		10,237,611 28	9,688,768 32	148,794 37	74,687 33	9,539,973 95	622,950 00
NORTH CAROLINA.							
Beaufort Harbor	189	35,000 00	15,000 00			15,000 00	20,000 00
Cape Fear River	189	1,670,728 92	1,599,608 15	2,607 30	3,728 07	1,597,000 85	70,000 00
Contentina Creek	190	10,000 00	10,000 00			10,000 00	
Croatan Sound	190	50,000 00	41,610 28	3,521 39	11,911 11	38,088 89	
Currituck Sound	190	100,000 00	101,731 59	1,731 59		100,000 00	
Dan River (North Carolina and Virginia)	228						
Edenton Harbor	190	5,000 00	5,000 00			5,000 00	
Entrances to the Dismal Swamp Canal (North Carolina and Virginia)	229						
French Broad River (North Carolina and Tennessee)	230						
Lillington River	190	3,000 00					3,000 00
Neuse River	190	160,000 00	152,857 53	7,857 53		145,000 00	15,000 00
New River	191	50,000 00	51,440 10	2,606 56	1,166 46	48,833 54	
North Landing River (North Carolina and Virginia)	254						
Ocracoke Inlet	191	133,750 00	133,807 68	75 28	17 60	133,732 40	
Pamlico and Tar Rivers	191	48,000 00	50,300 41	2,300 41		48,000 00	
Pasquotank River	192	80 00	80 00	32 75	32 75	47 25	
Perquimons River	192	2,500 00	2,500 00			2,500 00	
Roanoke River	192	45,000 00	45,000 00			45,000 00	
Scuppernong River	192	6,000 00	6,427 20	427 20		6,000 00	
Town Creek	192	1,000 00					1,000 00
Trent River	192	22,000 00	25,151 24	3,151 24		22,000 00	
Waccemaw River (North Carolina and South Carolina)	261						
Washington Harbor	192	5,000 00	5,000 00			5,000 00	
Yadkin River	192	52,000 00	55,724 39	15,724 39		40,000 00	12,000 00
Total		2,399,058 92	2,301,238 57	40,035 64	16,855 99	2,251,202 93	121,000 00
OHIO.							
Ashtabula Harbor	193	330,710 86	330,811 94	512 97	411 89	330,298 97	
Black River Harbor	193	163,204 77	155,765 70	582 61	6,021 68	155,183 09	2,000 00
Cincinnati Ice Harbor	194	50,000 00	50,000 00			50,000 00	
Cleveland Harbor	194	923,864 84	701,273 44	717 29	1,311 69	700,556 15	221,997 00
Conneaut Harbor	195	103,719 39	105,254 72	1,665 70	130 37	103,589 02	
Cunningham Creek	195	19,781 12	19,781 12	2 31	2 31	19,778 81	
Grand River Harbor (Fairport)	196	216,670 29	216,854 92	4,687 93	3 30	212,166 99	4,500 00
Huron River and Harbor	196	104,273 71	104,293 50	22 84	3 05	104,270 66	
Maumee River	197	27,000 00	27,001 30	1 30		27,000 00	
Muskingum River Ice Harbor	197	110,000 00	110,000 00			110,000 00	
Ohio River (Ohio, Kentucky, &c.)	255						
Port Clinton Harbor	197	48,000 00	48,000 00			48,000 00	
Rocky River Harbor	197	39,000 00	37,610 00			37,610 00	1,390 00
Sandusky City Harbor	198	235,480 00	234,610 47	461 54	331 07	234,148 93	1,000 00
Sandusky River	198	47,500 00	47,500 00			47,500 00	
Toledo Harbor	198	585,000 00	566,001 30	1,001 30		565,000 00	20,000 00
Vermillion River and Harbor	199	111,942 31	111,942 53	13 76	13 54	111,928 77	
Total		3,116,147 29	2,866,700 94	9,669 55	8,228 90	2,857,031 39	250,887 00
OREGON.							
Cascades of the Columbia River—Canal—(Oregon and Washington)	226						
Columbia River (Oregon and Washington)	227						
Coos Bay Harbor	199	70,000 00	70,000 00			70,000 00	
Coquille River	199	10,000 00	10,000 00			10,000 00	
Umpqua River	199	22,500 00	19,000 00	1,185 89		17,814 11	4,685 89
Willamette River	199	229,500 00	229,504 76	13 23	8 47	229,491 53	
Lower Willamette and Columbia Rivers	200	245,000 00	245,000 00			245,000 00	
Willamette and Yamhill Rivers	200	27,000 00	27,000 00			27,000 00	
Yaquina Bay	200	50,000 00	50,000 00			50,000 00	
Total		654,000 00	650,504 76	1,199 12	8 47	649,305 64	4,685 89

Recapitulation of rivers and harbors by States and localities—Continued.

Location.	Page.	Amount of annual appropriation.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.	Balances June 30, 1882.
PENNSYLVANIA.							
Allegheny River	200	$55,000 00	$55,000 00			$55,000 00	
Chester Creek	201	3,000 00	3,000 00			3,000 00	
Chester Harbor	201	27,100 00	26,681 74	$110 75	$529 01	26,570 99	
Delaware River (Pennsylvania, New York, Delaware, and New Jersey)	228						
Erie Harbor (formerly Presque Isle)	201	573,942 23	559,909 60	2,133 44	166 07	557,776 16	$16,000 00
Marcus Hook Harbor	202	169,000 00	141,182 12	2,427 64	245 52	138,754 48	30,000 00
Monongahela River (Pennsylvania and West Virginia)	253						
Ohio River (Pennsylvania, Ohio, and West Virginia)	255						
Presque Isle Harbor. (See Erie Harbor)	279						
Schuylkill River	203	300,000 00	258,479 39	2,479 72	33	255,999 67	44,000 00
Susquehanna River	203	30,000 00	35,000 00	5,000 00		30,000 00	
Youghiogheny River. (See Surveys)	267						
Total		1,158,042 23	1,079,252 85	12,151 55	940 93	1,067,101 30	90,000 00
RHODE ISLAND.							
Block Island Harbor	203	291,000 00	291,000 00			291,000 00	
Church's Cove Harbor	203	28,200 00	28,200 00	4 81	4 81	28,195 19	
Little Narragansett Bay (Rhode Island and Connecticut)	230						
Narragansett Bay. (See Providence River and Narragansett Bay)	204						
Newport Harbor	204	53,500 00	53,500 00			53,500 00	
Pawcatuck River (Rhode Island and Connecticut)	257						
Pawtucket River	204	52,000 00	51,994 04		5 96	51,994 04	
Potonowut River	204	5,000 00	5,000 00			5,000 00	
Providence River and Harbor	204	64,000 00	66,041 20	2,117 37	76 17	63,923 83	
Providence River and Narragansett Bay	205	230,000 00	230,048 00	48 00		230,000 00	
Wickford Harbor	205	10,000 00	10,000 00			10,000 00	
Total		733,700 00	735,783 24	2,170 18	86 94	733,613 06	
SOUTH CAROLINA.							
Ashepoo River	205	1,300 00	1,300 00	56 05	56 05	1,243 95	
Ashley River	205	2,500 00	2,500 00			2,500 00	
Charleston Harbor	205	894,700 00	894,700 00			894,700 00	
Georgetown Harbor	205	4,000 00	3,000 00	03	1,000 03	2,999 97	
Great Pedee River	205	13,000 00	14,311 61	1,311 61		13,000 00	
Santee River	206	22,000 00	2,000 00			2,000 00	20,000 00
Sullivan's Island. (See Charleston Harbor)	205						
Town Creek and Stono River	206	7,500 00	6,954 26	56 05	601 79	6,898 21	
Waccemaw River (South Carolina and North Carolina)	261						
Wappoo Cut	206	10,000 00					10,000 00
Wateree River	206	8,000 00	8,000 00			8,000 00	
Total		963,000 00	932,765 87	1,423 74	1,657 87	931,342 13	30,000 00
TENNESSEE.							
Big Hatchie River	206	13,500 00	13,500 00			13,500 00	
Caney Fork River	206	10,000 00	10,000 00			10,000 00	
Clinch River	206	13,000 00	13,000 00			13,000 00	
Cumberland River (Tennessee and Kentucky)	227						
Duck River	207	10,000 00	10,000 00			10,000 00	
French Broad River (Tennessee and North Carolina)	230						

Hiawassee River	207	27,500 00	27,500 00			27,500 00	
Memphis Harbor. (See Mississippi River)	237						
Mississippi River (Tennessee, Arkansas, &c.)	230						
Obeds River	207	6,500 00	6,500 00			6,500 00	
Red River	207	5,000 00	5,000 00			5,000 00	
Tennessee River (Tennessee, Kentucky, and Alabama)	260						
Total		85,500 00	85,500 00			85,500 00	
TEXAS.							
Aransas Pass and Bay	207	180,000 00	180,000 00			180,000 00	
Brazos River	207	80,000 00	80,000 00			80,000 00	
Brazos Santiago Harbor	207	106,000 00	51,000 00			51,000 00	55,000 00
Colorado River	208	20,000 00	20,238 22	462 58	224 36	19,775 64	
Cypress Bayou (Texas and Louisiana)	228						
Galveston Harbor and Bay	208	1,585,200 00	1,403,218 06	18 06		1,403,200 00	182,000 00
Indianola Harbor	209	180,000 00	155,500 00			155,500 00	24,500 00
Matagorda Bay. (See Indianola Harbor)	209						
Neches River	209	21,000 00	21,000 88	88		21,000 00	
Passo Cavallo Inlet. (See Indianola Harbor)	258						
Red River of the South (Texas, Arkansas, and Louisiana)	258						
Rio Grande River	209	17,000 00	17,802 41	809 49	7 08	16,992 92	
Sabine Pass and Bay	209	313,000 00	192,913 00			192,913 00	120,087 00
Sabine River	210	28,000 00	16,500 88	88		16,500 00	11,500 00
San Antonio River	210	1,500 00	1,499 98	44 58	44 60	1,455 40	
Survey of rivers and harbors	210	5,000 00	6,499 98	1,586 00	86 02	4,913 98	
Trinity River	210	29,500 00	24,500 87	1,617 98	1,617 11	22,882 89	5,000 00
Total		2,566,200 00	2,170,674 28	4,540 45	1,979 17	2,166,133 83	398,087 00
VERMONT.							
Burlington Harbor	210	432,980 20	483,375 14	57,064 07	6,669 13	426,311 07	
Hero Islands Channel	211	21,000 00	21,000 00			21,000 00	
Otter Creek	211	32,000 00	36,830 91	4,830 91		32,000 00	
Swanton Harbor	211	66,000 00	68,348 26	2,348 26		66,000 00	
Total		551,980 20	609,554 31	64,243 24	6,669 13	545,311 07	
VIRGINIA.							
Accotink Creek	211	5,000 00	5,000 00			5,000 00	
Appomattox River	211	300,000 00	300,000 00			300,000 00	
Archer's Hope River	212	5,000 00	5,000 00			5,000 00	
Aquia Creek	212	10,500 00	10,500 00			10,500 00	
Blackwater River	212	12,500 00	12,490 36			12,490 36	9 64
Chickahominy River	212	10,000 00	8,500 00			8,500 00	1,500 00
Dan River (Virginia and North Carolina)	228						
Elizabeth River	212	40,080 00	40,080 00	55 90	55 90	40,024 10	
Entrances to the Dismal Swamp Canal (Virginia and North Carolina)	229						
Hampton River	213	12,000 00	12,000 00			12,000 00	
James and Appomattox Rivers	213	710,500 00	710,500 00	268 11	268 11	710,231 89	
Mattaponi River	213	5,800 00	5,800 00			5,800 00	
Nansemond River	213	37,000 00	37,000 00			37,000 00	
Neabsco Creek	213	5,000 00	5,000 00			5,000 00	
New River (Virginia and West Virginia)	254						
Nomoni Creek	214	30,500 00	30,500 00			30,500 00	
Norfolk Harbor	214	285,000 00	249,798 07	9,732 90		240,065 17	44,934 83
North Landing River (Virginia and North Carolina)	254						
Nottoway River	214	7,000 00	7,000 00			7,000 00	
Occoquan River	214	25,000 00	25,000 00			25,000 00	
Onancock Harbor	214	8,000 00	8,000 00			8,000 00	
Pagan Creek	214	10,000 00	9,944 47			9,944 47	55 53
Pamunkey River	215	5,000 00	5,000 00			5,000 00	
Potomac River at Mount Vernon	215	8,500 00	8,500 00			8,500 00	
Rappahannock River	215	133,500 00	133,500 00	180 82	180 82	133,319 18	

Recapitulation of rivers and harbors by States and localities—Continued.

Location.	Page.	Amount of annual appropriation.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.	Balances June 30, 1882.
VIRGINIA—Continued.							
Staunton River	215	$17,500 00	$17,500 00			$17,500 00	
Totusky River	215	5,000 00	500 00			500 00	$4,500 00
Urbana Creek	215	11,500 00	11,500 00			11,500 00	
York River	215	35,000 00	35,000 00			35,000 00	
Total		1,734,880 00	1,693,612 90	$10,237 73	$504 83	1,683,375 17	51,000 00
WASHINGTON TERRITORY.							
Cowlitz River	216	3,000 00	3,000 00			3,000 00	
Skagit River	216	2,500 00	2,500 00			2,500 00	
Total		5,500 00	5,500 00			5,500 00	
WEST VIRGINIA.							
Elk River	216	15,000 00	15,000 00			15,000 00	
Great Kanawha River	216	1,392,000 00	1,282,000 00			1,282,000 00	110,000 00
Guyandotte River	217	8,500 00	7,100 00			7,100 00	1,400 00
Little Kanawha River	217	98,300 00	83,300 00			83,300 00	15,000 00
Monongahela River (West Virginia and Pennsylvania)	253						
New River (West Virginia and Virginia)	254						
Ohio River (West Virginia, Ohio, &c.)	255						
Shenandoah River	217	17,500 00	500 00	312 20		187 80	17,312 20
Total		1,531,300 00	1,387,900 00	312 20		1,387,587 80	143,712 20
WISCONSIN.							
Ahnapee Harbor	217	113,000 00	113,000 00			113,000 00	
Chippewa River	217	48,000 00	48,000 00			48,000 00	
Fox and Wisconsin Rivers	218	2,283,723 97	2,275,437 94	6,915 62	201 65	2,268,522 32	15,000 00
Green Bay Harbor	219	178,500 00	178,500 00			178,500 00	
Kenosha Harbor (formerly Southport)	219	198,961 41	202,257 24	3,301 66	5 83	198,955 58	
Kewanee Harbor	220	5,000 00	5,000 00			5,000 00	
Manitowoc Harbor	220	216,500 00	216,508 17	8 17		216,500 00	
Menomonee Harbor (Wisconsin and Michigan)	230						
Milwaukee Harbor	220	403,347 45	397,892 30	5,108 79	563 94	392,783 51	10,000 00
Mississippi River (Wisconsin, Iowa, &c.)	230						
Neenah River	221	2,500 00	2,500 00	155 21	155 21	2,344 79	
Oconto Harbor	221	10,000 00					10,000 00
Port Washington Harbor	221	137,500 00	137,500 00			137,500 00	
Racine Harbor	221	187,410 00	189,373 09	1,964 76	1 67	187,408 33	
Rock River (Wisconsin and Illinois)	259						
Saint Croix River (Wisconsin and Minnesota)	259						
Sheboygan Harbor	222	190,598 91	189,918 00	6,319 09		183,598 91	7,000 00
Southport Harbor. (See Kenosha Harbor)	219						
Sturgeon Bay, harbor of refuge	223	130,000 00	130,000 00			130,000 00	

Superior Bay	223	126,000 00	126,000 00			126,000 00	
Superior City Harbor	223	213,000 00	213,004 65	4 65		213,000 00	
Two Rivers Harbor	223	175,000 00	175,000 00			175,000 00	
Winnebago Lake	224	500 00	500 00	117 88	117 88	382 12	
Wisconsin River	224	40,000 00	40,000 00			40,000 00	
Total		4,659,541 74	4,640,391 39	23,895 83	1,046 18	4,616,495 56	42,000 00
DISTRICT OF COLUMBIA.							
Potomac River	224	291,500 00	253,500 00	298 00	298 00	253,202 00	38,000 00
MISCELLANEOUS.							
Arkansas River (Arkansas, Indian Territory, and Kansas)	224	267,000 00	264,858 79	5,281 92	1,423 13	259,576 87	6,000 00
Bayou Bartholomew (Arkansas and Louisiana)	225	8,000 00	8,000 00			8,000 00	
Black River (Arkansas and Missouri)	225	21,000 00	21,000 00			21,000 00	
Chattahoochie and Flint Rivers (Alabama, Florida, and Georgia)	225	145,000 00	133,000 00		2,000 00	133,000 00	10,000 00
Choctawhatchee River (Alabama and Florida)	225	52,000 00	49,876 62		2,123 38	49,876 62	
Coosa River (Alabama and Georgia)	226	285,000 00	270,000 00			270,000 00	15,000 00
Columbia River—Canal, Cascades of (Oregon and Washington Territory)	226	540,000 00	540,000 00			540,000 00	
Columbia River (Oregon and Washington Territory)	227	200,000 00	200,000 00			200,000 00	
Cumberland River (Kentucky and Tennessee)	227	621,000 00	621,000 00	519 92	519 92	620,480 08	
Cumberland Sound (Georgia and Florida)	228	130,000 00	130,000 00			130,000 00	
Current River (Arkansas and Missouri)	228	7,000 00	7,000 00			7,000 00	
Cypress Bayou (Louisiana and Texas)	228	94,000 00	92,500 00			92,500 00	1,500 00
Dan River (Virginia and North Carolina)	228	18,000 00	18,000 00			18,000 00	
Delaware River (Delaware, New Jersey, New York, and Pennsylvania)	228	1,065,000 00	965,021 48	2,007 68	14,986 20	963,013 80	88,000 00
Entrances to the Dismal Swamp Canal (North Carolina and Virginia)	229	35,000 00	36,169 90	1,207 98	38 08	34,961 92	
Escambia River (Alabama and Florida)	229	23,500 00	18,000 00		5,500 00	18,000 00	
French Broad River (Tennessee and North Carolina)	230	51,500 00	51,500 00			51,500 00	
Little Narragansett Bay (Connecticut and Rhode Island)	230	30,000 00	30,000 00			30,000 00	
Louisville and Portland Canal, purchase and management of	270	1,250,000 00	1,190,834 31			1,190,834 31	59,165 69
Menomonee Harbor (Michigan and Wisconsin)	230	175,000 00	175,000 00			175,000 00	
Mississippi River	230 248	20,194,188 53	19,668,035 03	131,039 31	28,244 60	19,536,995 72	628,948 21
Mississippi and Missouri Rivers	248	100,000 00	100,000 00	1,458 70	1,458 70	98,541 30	
Mississippi and Ohio Rivers	249	677,711 64	661,982 85	30,482 80	46,211 59	631,500 65	
Mississippi, Missouri, and Ohio Rivers	249	223,000 00	243,604 19	20,680 45	76 26	222,923 74	
Mississippi, Missouri, Ohio, and Arkansas Rivers	250	2,565,000 00	2,517,485 87	32,548 60	62 73	2,484,937 27	80,000 00
Missouri River (Dakota, Iowa, Kansas, Missouri, Montana, and Nebraska)	251 253	1,301,500 00	1,303,424 32	2,924 32		1,300,500 00	1,000 00
Monongahela River (Pennsylvania and West Virginia)	253	237,000 00	200,000 00			200,000 00	37,000 00
New River (Virginia and West Virginia)	254	90,000 00	90,000 00			90,000 00	
North Landing River (Virginia and North Carolina)	254	47,500 00	55,656 78	8,156 78		47,500 00	
Ohio and Louisville Canal, Falls of the	254	1,291,562 91	1,292,501 00	1,676 68	738 59	1,290,824 32	
Ohio River (Ohio, Pennsylvania, West Virginia, Kentucky, Indiana, and Illinois)	255	2,881,479 25	2,741,702 25	246 47	5,023 47	2,741,455 78	135,000 00
Osage River (Missouri and Kansas)	257	190,000 00	180,000 00	5 61	5 61	179,994 39	10,000 00
Ouachita River (Arkansas and Louisiana)	257	263,000 00	262,000 00			262,000 00	1,000 00
Pawcatuck River (Rhode Island and Connecticut)	257	50,000 00	50,000 00			50,000 00	
Red River of the North (Minnesota and Dakota)	257	123,000 00	83,000 00			83,000 00	40,000 00
Red River of the South (Arkansas, Louisiana, and Texas)	258	1,298,265 50	1,218,114 71	8,394 81	3,545 60	1,209,719 90	85,000 00
Rock River (Illinois and Wisconsin)	259	1,000 00	1,000 00	65 37	65 37	934 63	
Saint Croix River (Wisconsin and Minnesota)	259	36,000 00	36,000 00			36,000 00	
Saint John's and Saint Mary's Rivers (Florida and Georgia)	259	78,000 00	71,199 00	1,241 26	8,042 26	69,957 74	
Staten Island Channel (New York and New Jersey)	259	104,000 00	104,000 00			104,000 00	
Tennessee River (Kentucky, Tennessee, and Alabama)	260	2,231,456 94	2,232,800 54	1,343 60		2,231,456 94	
Wabash River (Indiana and Illinois)	260	380,500 00	381,000 00	500 00		380,500 00	
Waccamaw River (North Carolina and South Carolina)	261	25,000 00	36,630 71	11,630 71		25,000 00	
Warrior and Tombigbee Rivers (Alabama and Mississippi)	261	197,000 00	197,000 00			197,000 00	
White, Black, and Saint Francis Rivers (Arkansas and Missouri)	262	2,500 00	2,500 00	876 62	876 62	1,623 38	
Yellowstone River (Dakota and Montana)	262	60,000 00	60,000 00			60,000 00	
Total		39,667,664 77	38,611,398 35	262,289 59	120,942 11	38,349,108 76	1,197,613 90

Recapitulation of rivers and harbors by States and localities—Continued.

Location.	Page.	Amount of annual appropriation.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.	Balances June 30, 1882.
REPAIRS, &c.							
Repairs and extension of public works on rivers and harbors	262	$3,500,000 00	$3,596,168 48	$96,168 48	.....	$3,500,000 00	.....
Repairs of harbors on the Lakes	262	270,000 00	274,317 35	4,387 96	$70 61	269,929 39	.....
Preservation and repair of harbor and river improvements	263	85,000 00	87,813 08	3,544 37	731 29	84,268 71	.....
Repairs and contingencies, Atlantic Coast	263	110,000 00	127,100 37	17,100 37	.....	110,000 00	.....
Transportation, fuel, &c	263	12,127 12	15,749 44	3,925 63	303 31	11,823 81	.....
Total	.....	3,977,127 12	4,101,148 72	125,126 81	1,105 21	3,976,021 91	.....
SURVEYS.							
Atlantic Coast	264	60,000 00	85,525 91	25,525 91	.....	60,000 00	.....
Pacific Coast	264	50,000 00	50,811 51	811 51	.....	50,000 00	.....
Northwestern Lakes	265	175,000 00	178,489 33	3,848 58	359 25	174,640 75	.....
Western and Northwestern Rivers	265	275,334 40	283,418 22	8,418 22	334 40	275,000 00	.....
Atlantic and Pacific Coasts, Lakes, and Rivers	265	1,265,000 00	1,270,812 58	16,027 42	.....	1,254,785 16	$10,214 84
Hydrographic survey of the Lakes	266	2,930,379 00	2,948,000 56	40,150 42	22,528 71	2,907,850 14	15
Youghiogheny River to Cumberland	267	210,000 00	209,148 14	.....	851 86	209,148 14	.....
Norfolk to the Atlantic Ocean	267	20,000 00	20,000 00	.....	.....	20,000 00	.....
Total	.....	4,985,713 40	5,046,206 25	94,782 06	24,074 22	4,951,424 19	10,214 99
DREDGING MACHINES, &c.							
Steam dredging-machines for the Lakes	267	122,682 96	122,097 47	1,741 87	2,327 36	120,355 60	.....
Purchase of Shreve's patent for dredging machines	270	50,000 00	50,000 00	.....	.....	50,000 00	.....
Snag-boats and dredge-boats	268	796,000 00	804,680 83	9,226 43	545 60	795,454 40	.....
Construction of an iron steamer	268	50,000 00	50,000 00	.....	.....	50,000 00	.....
Charts, &c	269	108,000 00	95,266 86	3,596 03	16,329 17	91,670 83	.....
Removal of sunken vessels	269	8,574 58	16,177 48	8,336 88	.....	7,840 60	733 98
Total	.....	1,135,257 54	1,138,222 64	22,901 21	19,202 13	1,115,321 43	733 98
Grand total	.....	111,299,464 79	106,882,717 63	1,086,313 70	690,631 44	105,796,403 93	4,812,429 42

RIVERS AND HARBORS—RECAPITULATION BY STATES.

States.	Amount of annual appropriation.	Expenditure by warrants.	Repayments.	Amount carried to the surplus fund.	Net expenditures.	Balances June 30, 1882.
Alabama	$1,091,751 82	$969,833 18	$13,690 81	$20,609 45	$956,142 37	$115,000 00
Arkansas	316,500 00	315,000 00	.....	.....	315,000 00	1,500 00
California	1,717,000 00	1,495,757 11	2,328 57	.....	1,493,428 54	223,571 46
Connecticut	1,585,926 83	1,531,170 70	3,722 13	18,478 26	1,527,448 57	40,000 00
Delaware	3,327,164 69	3,063,414 97	19,778 77	243,128 49	3,043,636 20	40,400 00
Florida	760,350 09	683,847 72	3,494 88	30,997 25	680,352 84	49,000 00
Georgia	1,412,596 64	1,367,095 26	3,031 19	36,352 71	1,364,064 07	12,179 86
Idaho Territory	10,000 00	10,000 00	.....	.....	10,000 00	.....
Illinois	2,672,305 00	2,376,013 18	23,708 28	10	2,352,304 90	320,000 00
Indiana	786,203 92	787,700 69	1,501 92	5 15	786,198 77	.....
Iowa	2,500 00	2,500 00	86	86	2,499 14	.....
Kentucky	457,000 00	367,500 00	.....	.....	367,500 00	89,500 00
Louisiana	245,400 00	151,985 21	4,175 63	8,690 42	147,809 58	88,900 00
Maine	1,475,884 48	1,461,294 48	56,405 12	2,995 12	1,404,889 36	68,000 00
Maryland	1,731,817 50	1,495,146 45	9,376 75	487 28	1,485,769 70	245,560 52
Massachusetts	3,119,499 08	3,005,680 58	76,900 70	20,719 20	2,928,779 88	170,000 00
Michigan	7,984,877 25	7,839,233 21	10,877 11	521 15	7,828,356 10	156,000 00
Minnesota	447,500 00	447,503 00	3 00	.....	447,500 00	.....
Missouri	22,000 00	22,000 00	.....	.....	22,000 00	.....
Mississippi	377,900 00	300,302 04	5,126 83	20,724 79	295,175 21	62,000 00
New Hampshire	202,500 00	175,500 00	.....	.....	175,500 00	27,000 00
New Jersey	1,099,063 00	1,015,616 46	28,119 88	8,633 80	987,496 58	102,932 62
New York	10,237,611 28	9,688,768 32	148,794 37	74,687 33	9,539,973 95	622,950 00
North Carolina	2,399,058 92	2,301,238 57	40,035 64	16,855 99	2,261,202 93	121,000 00
Ohio	3,116,147 29	2,866,700 94	9,669 55	8,228 90	2,857,031 39	250,887 00
Oregon	654,000 00	650,504 76	1,199 12	8 47	649,305 64	4,685 89
Pennsylvania	1,158,042 23	1,079,252 85	12,151 55	940 93	1,067,101 30	90,000 00
Rhode Island	733,700 00	735,783 24	2,170 18	86 94	733,613 06	.....
South Carolina	963,000 00	932,765 87	1,423 74	1,657 87	931,342 13	30,000 00
Tennessee	85,500 00	85,500 00	.....	.....	85,500 00	.....
Texas	2,566,200 00	2,170,674 28	4,540 45	1,979 17	2,166,133 83	398,087 00
Vermont	551,980 20	609,554 31	64,243 24	6,669 13	545,311 07	.....
Virginia	1,734,880 00	1,693,612 90	10,237 73	504 83	1,683,375 17	51,000 00
Washington Territory	5,500 00	5,500 00	.....	.....	5,500 00	.....
West Virginia	1,531,300 00	1,387,900 00	312 20	.....	1,387,587 80	143,712 20
Wisconsin	4,659,541 74	4,640,391 39	23,895 83	1,046 18	4,616,495 56	42,000 00
District of Columbia	291,500 00	253,500 00	298 00	298 00	253,202 00	38,000 00
Miscellaneous	39,667,664 77	38,611,398 35	262,289 59	120,942 11	38,349,108 76	1,197,613 90
Repairs, &c	3,977,127 12	4,101,148 72	125,126 81	1,105 21	3,976,021 91	.....
Surveys	4,985,713 40	5,046,206 25	94,782 06	24,074 22	4,951,424 19	10,214 99
Dredging machines, &c	1,135,257 54	1,138,222 64	22,901 21	19,202 13	1,115,321 43	733 98
Grand total	111,299,464 79	106,882,717 63	1,086,313 70	690,631 44	105,796,403 93	4,812,429 42

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Yaquina Bay, Oregon, entrance to	112, 200
Yazoo River, Mississippi	63, 171
Yellowstone River	70, 262
York River, Virginia	35, 215

TREASURY DEPARTMENT,
Document No. 545.
Secretary—W., E. & A.

ESTIMATES FOR DEFICIENCIES IN APPROPRIATIONS.

LETTER

FROM THE

SECRETARY OF THE TREASURY,

TRANSMITTING

Estimates of appropriations required for the various Departments to complete the service of the fiscal year ending June 30, 1884, and for prior years.

FEBRUARY 6, 1884.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February* 5, 1884.

SIR: I have the honor to transmit herewith the estimates of appropriations required by the various Departments to complete the service of the fiscal year ending June 30, 1884, and for prior years, amounting to $4,905,194.05.

Very respectfully,

CHAS. J. FOLGER,
Secretary.

Hon. JOHN G. CARLISLE,
Speaker House of Representatives.

ESTIMATES OF APPROPRIATIONS REQUIRED FOR THE SERVICE OF THE FISCAL YEAR ENDING JUNE 30, 1884, AND FOR PRIOR YEARS.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
DEPARTMENT OF STATE.							
FOREIGN INTERCOURSE.							
Contingent Expenses, United States Consulates—							
To enable the accounting officers, without the payment of any money from the Treasury, to effect a proper settlement of the accounts of certain consular officers, being deficiencies, as follows:							
For the fiscal year 1883	Appropriated.	22	134	1		$19,463 85	$135,000 00
For the fiscal year 1882	....do	21	345	1		2,441 22	135,000 00
Salaries, Consular Service—							
To pay amount found due A. La Comte, deceased, late consul at Puerto Cabello, being a deficiency for the fiscal year 1882	....do	21	340	1	$228 85		
To enable the accounting officers, without the payment of any money from the Treasury, to effect a proper settlement of the accounts of certain consular officers, being a deficiency for the fiscal year 1882	....do	.....	.....	.....	6,301 32		
						6,530 17	413,900 00
Expenses for Interpreters, Guards, &c., in Turkish Dominions—							
To enable the accounting officers, without the payment of any money from the Treasury, to effect a proper settlement of the account of J. T. Robeson, consul at Beirut, being a deficiency for the fiscal year 1883	....do	22	134	1		309 00	3,000 00
International Fishery Exhibition of 1883 *at London—* For the payment of the remaining expenses connected with the service of the International Fishery Exhibition held at London in 1883, and for the preparation of the report called for by act approved July 18, 1882, to be expended by the United States Commissioner of Fish and Fisheries under the direction and regulations of the Department of State	July 18, 1882 Mar. 3, 1883	22 22	388 603	5 1		7,500 00	60,000 00
NOTE.—It was impossible to estimate beforehand the expense of the London Fishery Exhibition, and the sum appropriated proved inadequate in consequence of the prolongation of time of the exhibition by reason of its success, and the unexpectedly large amount of material furnished by exhibitors and the cost of installation and maintenance in London.							
Total Department of State	.....	.....	.....	.....	.....	36,244 24	746,900 00
TREASURY DEPARTMENT.							
PUBLIC BUILDINGS.							
Court-House and Post-Office, Utica, N. Y.— To pay amount found due by the accounting officers of the Treasury for services rendered and articles supplied in the construction of court-house and post-office building at Utica, N. Y., being for the service of the fiscal year 1883	Appropriated.	22	306	1		44 55	7,500 00
Court-House and Post-Office, Austin, Tex.— To pay amount found due by the accounting officers of the Treasury for services rendered and articles supplied in the construction of court-house and post-office building at Austin, Tex., being for the service of the fiscal year 1882	....do	21	435	1		17 56	33,000 00
INTERNAL REVENUE.							
Alteration of Dies, Plates, and Stamps— For payment of amounts found due by the accounting officers of the Treasury on account of alteration of dies, plates, and stamps:							
For the fiscal year 1884 $457 71 For the fiscal year 1883 545 20	....do	22	644	1		1,002 91	20,000 00
Salaries and Expenses of Collectors of Internal Revenue— For payment of amounts found due by the accounting officers of the Treasury on account of salaries and expenses of collectors of internal revenue, being a deficiency for the fiscal year 1882	....do ....do	21 22	395 587	1 2		32 69	1,981,074 69

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each dtailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
TREASURY DEPARTMENT—Continued.							
INTERNAL REVENUE—Continued.							
Salaries and Expenses of Collectors of Internal Revenue—Contin'd. To pay expenses incurred during the fiscal year ended June 30, 1883, by collectors of internal revenue, under authority of the Commissioner of Internal Revenue, in securing a more thorough collection of taxes due upon spirits distilled from fruit, being a deficiency for the fiscal year 1883	Appropriated.	22	230	1		$6,758 31	$1,975,000 00
NOTE.—An explanation of this estimate will be found in Appendix A.							
Refunding Taxes Illegally Collected— To refund taxes erroneously or illegally assessed or lected under the internal-revenue laws, that have been or may be allowed by the accounting officers of the Treasury prior to June 30, 1884, for which there is no existing appropriation available, two hundred thousand dollars, or so much thereof as may be necessary	Submitted					200,000 00	
NOTE.—Explanation of this estimate will be found in Appendix B.							
LIFE-SAVING SERVICE.							
Life-Saving Service— The Secretary of the Treasury is hereby authorized to expend from the appropriation "Life-Saving Service 1883," for payment of volunteer surfmen of the Point Marblehead and Cleveland Life-Boat Stations, 7 men two days each, 3 men one day each, and 7 men eight days each, respectively, for services rendered, under the direction of the keepers of the stations named, on the occasions of the great floods of the Cuyahoga and Ohio Rivers, in the month of February, 1883, such sum as in his discretion shall be just, not exceeding $8 per day to each person for each day's service.							
TERRITORIES.							
Contingent Expenses, Territory of Arizona— For payment of amount found due by the accounting officers of the Treasury on account of contingent expenses, Territory of Arizona, being a deficiency for the fiscal year 1882	Appropriated	21	400	1		230 00	500 00
Legislative Expenses, Territory of New Mexico— For payment of amount found due by the accounting officers of the Treasury on account of legislative expenses, Territory of New Mexico, being a deficiency for the fiscal year 1882	....do	21	401	1		200 00	18,879 23
Legislative Expenses, Territory of Washington— Compensation of twelve councilmen and twenty-four members of the house of representatives, six days, during special session of the legislative assembly of Washington Territory, from December 2 to December 7, 1881, inclusive, as per proclamation of Governor William A. Newell, at $4.00 per day	..... June 20, 1874 Submitted	R. S. 18	339 135	1923 1		$864 00	
Extra compensation of speaker of the house and president of the council, 6 days, at $2.00 per day each	Same acts					24 00	
Compensation for two chief clerks, one for council and one for house, 6 days, at $6.00 per day each	....do					72 00	
Compensation for enrolling and engrossing clerks, one for council and one for house, 6 days, at $5.00 per day each	....do					60 00	
Compensation for sergeant-at-arms and doorkeeper, one for council and one for house, 6 days, at $5.00 per day each	....do					60 00	
Compensation for one messenger and one watchman, for the council and for the house, 6 days, at $4.00 per day each	....do					96 00	
Compensation for two chaplains, one for council and one for house, 6 days, at $1.50 per day each; all being for the service of the fiscal year 1882	....do					18 00	
							1 124 00
NOTE.—For explanation of this estimate, which is approved by the First Comptroller, see Appendix C.							

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
TREASURY DEPARTMENT—Continued.							
MISCELLANEOUS.							
Printing and Binding—							
Additional amount required for the necessary printing and binding for the Treasury Department during the remainder of the current fiscal year, fifty thousand dollars	Appropriated	22	629	1		$50,000 00	$250,000 00
NOTE.—Of the $250,000 set apart for the Treasury Department from the appropriation for "printing and binding, 1884," the sum of $202,977.71, which includes estimates on unfilled requisitions in the hands of the Public Printer, has already been expended. Over $20,000 of the appropriation for the current fiscal year was expended for extra printing required by the Internal Revenue and Customs Services, under the provisions of the revised tariff act of March 3, 1883.							
Contingent Expenses, Treasury Department, Miscellaneous Items—							
To enable the Secretary of the Treasury to transfer from the appropriation for "Contingent expenses Treasury Department, furniture, &c., 1883," a sum not exceeding $5,000 to supply a deficiency in the appropriation for "Contingent expenses Treasury Department, miscellaneous items, 1884."							
Fuel, Light, and Water for Public Buildings—							
Additional amount required for fuel, light, and water for public buildings for fiscal year 1881, to pay for the services of six persons employed during April, May, and June, 1881, as watchmen and cleaners in the custom-house, Chicago, by the collector of customs, and remaining unpaid for want of an appropriation	Submitted					648 90	
To enable the Secretary of the Treasury to transfer from the appropriation for "Fuel, light, and water for public buildings, 1882," a sum not exceeding $20,000 to supply a deficiency in the appropriation for "Fuel, light, and water for public buildings, 1883."							
Expenses of National Currency—							
For payment of amount found due by the accounting officers of the Treasury on account of expenses national currency, being a deficiency for the fiscal year 1883	Appropriated. do	22 22	312 584	1 1		1,546 15	145,000 00
Coast and Geodetic Survey, Western Division—							
For payment of amount found due by the accounting officers of the Treasury on account of Coast and Geodetic Survey, Western Division, being a deficiency for the fiscal year 1883	do	22	311	1		27 95	170,000 00
Repairs of Vessels, Coast Survey—							
For payment of amount found due by the accounting officers of the Treasury on account of repairs of vessels, Coast Survey, being a deficiency for the fiscal year 1882	do	21	440	1		88 56	30,000 00
Compensation in Lieu of Moieties—							
Compensation in lieu of moieties in certain cases under the customs-revenue laws, being a deficiency for the fiscal year 1884	Mar. 3, 1883	22	612	1		20,000 00	30,000 00
Inquiries into the Causes of Steam-boiler Explosions—							
To pay bill of Charles Williams, jr., for services and materials furnished in 1876 and 1877 to the commission appointed under act of March 3, 1873, to inquire into the causes of steam-boiler explosions, the sum of $1,170.31, or so much thereof as may be necessary, is hereby reappropriated from the surplus fund for that object	Mar. 3, 1873 June 14, 1878	17 20	629 125	1 1		1,170 31	101,799 99
Propagation of Food-Fisheries—							
For the payment of liabilities contracted during the fiscal year ending June 30, 1883	Appropriated.	22	331, 2	1		579 60	179,500 00
NOTE.—For bills rendered after the close of the fiscal year.							
For the payment to the Baker Salvage Company for services rendered July 14 to 18, 1883, inclusive, in floating and lightering the steamer Fish Hawk	Submitted					1,000 00	
NOTE.—The steamer Fish Hawk was blown ashore in Chesapeake Bay by a hurricane, and services of the Baker Salvage Company were required to remove her, which was done without injury to the vessel.							

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
TREASURY DEPARTMENT—Continued.							
MISCELLANEOUS—Continued.							
Fish Transportation— For the completion of the car for the distribution of carp and other useful food-fishes to distant portions of the United States, authorized by act approved March 3, 1883, and its equipment	Appropriated.	22	628	1		3,000 00	5,500 00
NOTE.—The work has not yet been commenced on this car on account of the insufficiency of the amount originally appropriated.							
Steam-Vessels, Food-Fishes— From the appropriation for the fiscal year ending June 30, 1884, approved March 3, 1883, the sum of fifteen hundred dollars ($1,500) is hereby authorized to be paid to Charles W. Copeland, consulting engineer, for the preparation of the plans and specifications and for supervising the construction of the steam vessel Albatross, authorized March 3, 1881: and the sum of ten dollars and eighty cents ($10.80) is likewise authorized to be paid from the same appropriation to the New York Herald, for advertising proposals for the construction of the steam vessel Albatross.							
NOTE.—The services of Mr. Copeland extended over three fiscal years; his compensation was to be made after the completion of the work. The wording of the appropriation for the third year is such as to preclude expenditures other than directly for apparatus and machinery for the vessel. No new appropriation is asked, but simply permission to expend part of the appropriation of the present fiscal year, which is held for the purpose. The bill of the New York Herald was not presented till January, 1884, two years after the contraction of the liability.							
Salaries and Traveling Expenses of Agents at Seal Fisheries in Alaska— To pay John W. Beaman and B. F. Scribner, late special agents of the Treasury at the seal-fisheries in Alaska, as follows:							
John W. Beaman, salary, at the rate of $2,190 per annum, for the months of July and August, 1880 ..... $368 96							
Traveling expenses in returning to his home, including passage on the steamer Saint Paul from Alaska to San Francisco, $100 ..... 285 24							
654 20							
Less appropriation by act of March 3, 1881 (21 Stats., 417) 277 10	Submitted ...	.....	.....	.....		$377 10	
B. F. Scribner, salary, at the rate of $2,190 per annum, for the months of July and August, 1880 ..... 368 96							
Traveling expenses in returning to his home ... 289 25							
658 21							
Less appropriation by act of March 3, 1881 (21 Stats., 417) 329 10	....do	.....	.....	.....	329 11		$706 21
NOTE.—The above estimate is submitted on the findings of fact and conclusions of law of the Court of Claims in the case of John W. Beaman *vs.* The United States, No. 6, Department case, under the act of March 3, 1883 (22 Stats., 485). (See Appendix D.)							
To allow salary to George Marston, late Treasury agent at the seal islands in Alaska, from May 21, 1877, to July 7, 1877, both inclusive, the time necessarily occupied by him in traveling from Alaska to his home after being relieved from his duties, at the rate of $2,920 per annum $384 44							
Less appropriation by act of August 5, 1882 (22 Stats., 260) 192 00	....do	.....	.....	.....	.....	192 44	
NOTE.—Attention is called to appropriations which have been made by Congress for the full amount of similar claims. (Samuel Falconer and W. J. McIntyre, 19 Stats., 363, and Charles Bryant, 20 Stats., 385.)							

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
TREASURY DEPARTMENT—Continued.							
MISCELLANEOUS—Continued.							
Refund to A. Mendoza— To refund to A. Mendoza, a Mexican citizen, so much of the proceeds of fourteen cattle stolen from him (which were seized and sold as smuggled, by the collector of customs at El Paso, Tex.) as was used to defray the expenses of seizure and sale, the forfeiture having been remitted by the Secretary of the Treasury, seventy dollars	Submitted					$70 00	
Refund to Albino Giron and Romulo Lucero— To refund to Albino Giron and Romulo Lucero, Mexican citizens, so much of the proceeds of twenty-two cattle belonging to them (which were seized and sold as smuggled, by the collector of customs at El Paso, Tex.) as was used to defray the expenses of seizure and sale, the forfeiture having been remitted by the Secretary of the Treasury, one hundred and thirty-six dollars and thirty cents	do					136 30	
Refund to N. L. Case, Master of Schooner I. L. Quinby— To refund to N. L. Case, master of schooner I. L. Quinby, so much of fines incurred under section 3125 Revised Statutes as was remitted by the Secretary of the Treasury, but erroneously covered into the Treasury, thirty dollars	do					30 00	
Refund to Iselin, Neeser, and Company— To refund to Iselin, Neeser, and Company, of New York City, excess of deposits during the period from August 3, 1878, to June 16, 1881, on account of reappraisement of goods imported by them	do					564 00	
Total Treasury Department						289,240 44	$4,947,753 91
WAR DEPARTMENT.							
MILITARY ACADEMY.							
Pay of Military Academy— For the pay of 70 cadets for the period from May 1, 1876, to June 13, 1876, both dates inclusive, being 1 month and 13 days, at $50.79 per month, the rate then authorized by law, $5,096; for the pay of 1 cadet for the period from May 1, 1876, to June 24, 1876 (under age until that date), both dates inclusive, 1 month and 24 days, at $50.79 per month, $91.42; all for the service of the fiscal year 1876	March 3, 1875	18	467	1		5,187 42	235,000 00
NOTE—Of the amount appropriated, $11,807.11 was carried to the surplus fund as an unexpended balance. For explanation of this estimate see Appendix E.							
QUARTERMASTER'S DEPARTMENT.							
Incidental Expenses, Quartermaster's Department—							
* * * *		R. S.	207	1137			
For extra-duty pay to enlisted men employed as clerks and messengers at division, department, and district headquarters (157 clerks and 69 messengers), authorized by General Orders 54, of 1881, Adjutant-General's Office, being for the service of the fiscal year 1884	Revised Army Regulations, 1881, p. 203, par. 1821 ...	R. S.	223	1287		25,093 75	650,000 00
	July 5, 1838	5	257	10			
	March 3, 1883	22	458	1			
NOTE—This deficiency is caused by the omission of Congress to provide for the payment of extra-duty pay to enlisted men, employed as clerks and messengers at division, department, and district headquarters. No estimate was made by the Quartermaster-General for this purpose for the current year, it being expected that, in accordance with an estimate submitted by the Adjutant-General of the Army, civilian clerks would be substituted.							
Extension of Military Reservation at Camp Huachuca, Arizona Territory— For payment to claimants for private property taken by the Government in the extension of the military reservation at Camp Huachuca, Arizona Territory, under General Order No. 74, Adjutant-General's Office, November 2, 1869, being the amount awarded by a board of officers, convened at said camp in July, 1881, as per their report approved by the War Department	Submitted					1,900 00	
NOTE—The report of the Quartermaster-General will be found in Appendix F.							

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
WAR DEPARTMENT—Continued.							
PAY DEPARTMENT.							
Pay, &c., of the Army—							
For pay to retired officers, to officers for length of service, to discharged soldiers, and for repayment of soldiers' deposits, being for the service of the fiscal year ending June 30, 1884	Mar. 3, 1883	22	457	1		$474,927 76	$11,900,000 00
NOTE.—The estimates of the pay department for "Pay, &c., of the Army, 1884," amounted to $12,662,755.60, (see page 91 of House Executive Document No. 5, Forty-seventh Congress, second session), but the amount appropriated therefor by the act of March 3, 1883 (22 Statutes, p. 457), was $11,960,000, a difference of $762,755.60. * * "This estimate is based on the fact that the disbursements for the first half of the current fiscal year have exceeded the disbursements for the corresponding period in the last fiscal year by about 5 per cent. Should this rate of increase continue during the last half of the year, the above amount will be required to supply the deficiency. The increase of disbursements is traced principally to the large payments made to discharged soldiers on account of travel expenses, and repayment of their deposits, to payments made to officers for length of service, and to the increased number of officers on the retired list. Notwithstanding the last two items were referred to in the letter from this office transmitting the estimates accounting for the increase in the amount asked for the current year over the previous fiscal year, the appropriation made for the service of this year was less than that allowed for the prior year." * * (*W. B. Rochester, Paymaster-General, January* 18, 1884.)							
MEDICAL DEPARTMENT.							
Medical and Hospital Department—							
For the purchase of medical and hospital supplies, expenses of purveying depots, pay of employés, medical care and treatment of officers and enlisted men of the Army on duty at posts and stations for which no other provision is made, and for other miscellaneous expenses of the medical department, being for the fiscal year ending June 30, 1882	Feb. 24, 1881	21	349	1		1,322 96	200,000 00
NOTE.—The appropriation "Medical and hospital department, 1882," is exhausted, and claims amounting to $322.96 have already been certified by the accounting officers as properly chargeable to said appropriation, but cannot be paid for lack of funds. There are probably other demands to be met, and the sum of $1,322.96 is considered to be necessary to complete the service of the fiscal year 1882.							
For the purchase of medical and hospital supplies, expenses of purveying depots, pay of employés, medical care and treatment of officers and enlisted men of the Army on duty at posts and stations for which no other provision is made, and for other miscellaneous expenses of the medical department, being for the fiscal year ending June 30, 1883	June 30, 1882	22	121	1		3,000 00	200,000 00
NOTE.—There is now only a balance of $1,216.13 to the credit of the appropriation "Medical and hospital department, 1883," with several bills outstanding, and it is estimated that at least $3,000 will be required to meet the just demands of the service for that year.							
ORDNANCE DEPARTMENT.							
Allegheny Arsenal, Pittsburgh, Pa.—							
1st. For grading, curbing, and paving with Miller's wood pavement, Penn avenue, on arsenal front between Thirty-ninth and Fortieth streets	Submitted ...	.....	.....	.....	$5,821 20		
For interest on $5,821.20, at 7 per cent., from October 1, 1871, to June 30, 1884, thirteen years and nine months, at $407.48 per annum	....do	.....	.....	.....	5,602 90		
2d. For grading, curbing, and paving with cobble-stones Thirty-ninth street on arsenal boundary, between Butler street and Penn avenue	....do	.....	.....	.....	5,168 00		
3d. For grading, curbing, and paving with cobble-stones to center of Main street, a strip of United States land, nine feet wide, connecting Allegheny Arsenal and spring	....do	.....	.....	.....	22 71		
For interest on $22.71 at 7 per cent., from October 1, 1871, to June 30, 1884, thirteen years and nine months, at $1.59 per annum	....do	.....	.....	.....	21 86		
						16,636 67	
NOTE.—Items first, second, and third are for work done on the streets by the city of Pittsburgh, without consultation with or authority from the United States Government, and the improvements were made with money raised on city bonds, bearing 7 per cent. interest and running ten years, payable, principal and interest to date of payment, at any time.							

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
WAR DEPARTMENT—Continued.							
ENGINEER DEPARTMENT.							
Examinations and Surveys at South Pass, Mississippi River—							
To supply deficiency in amount required for expenditure to June 30, 1884, for examinations and surveys required by the acts of March 3, 1875, and June 19, 1878, to ascertain the depth of water and width of channel secured and maintained from time to time by James B. Eads at South Pass of the Mississippi River, and to enable the Secretary of War to report to Congress during the maintenance of the work, being for the service of the fiscal year 1884	Mar. 3, 1875 June 19, 1878 Aug. 2, 1882	18 20 22	464 168 205	4 1, 4 1	.....	$6,000 00	
NOTE.—No appropriation was made at the last session of Congress for this service, and the engineer officer reports that the balance of the appropriation made by the act of August 2, 1882, will be expended in February, 1884. (See Appendix G.)							
Gauging the Waters of the Lower Mississippi River and its Tributaries—							
Annual expense of gauging the waters of the Mississippi River and its tributaries, continuing observations of the rise and fall of the river and its chief tributaries, being for the service of the fiscal year 1884	Feb. 21, 1871 ..... Aug. 2, 1882	16 R. S. 22	598 1016 205	..... 5252 1	.....	2,100 00	
NOTE.—No appropriation was made at the last session of Congress for this work, and the officer in charge of the observations reports that the existing funds applicable to the purpose will be exhausted after February 1, 1884, when, if no funds be provided, the observations must cease. (See Appendix G.)							
Engineer Depot at Willets Point, New York—							
* * * For incidental expenses of the depot, remodeling ponton-trains, repairing instruments, purchasing fuel, forage, stationery, chemicals, extra-duty pay to enlisted men employed as artisans, and ordinary repairs, * * * being for the service of the fiscal year 1884	Appropriated.	22	459	1	.....	1,000 00	$7,000 00
NOTE.—The amount ($3,000) appropriated by the act of March 3, 1883, for the above items is not sufficient to meet the necessities of this service.							
SIGNAL SERVICE.							
Signal Service, Regular Supplies—							
Fuel, authorized allowance for sales to officers and men, being for the service of the fiscal year 1884	....do	22	616	1	$2,658 50		
NOTE.—These sales are allowed by paragraph 1851, Army Regulations, 1881.							
Forage for horses and mules, being for the service of the fiscal year 1884	....do	.....	.....	.....	1,641 00		
NOTE.—The sum of $3,100 was appropriated for forage for 25 mules and 6 horses, but it was computed at rates for which it could not be purchased at our outlying stations.							
Straw for horses and mules, being for the service of the fiscal year 1884	Submitted ...	.....	.....	.....	217 00		
NOTE.—This is allowed by paragraph 1898, Army Regulations, 1881, and was estimated for, but not appropriated.							
Straw for enlisted men at Fort Myer, Virginia, and for hospital at that post, being for the service of the fiscal year 1884	....do	.....	.....	.....	86 40		
NOTE.—This is allowed by paragraph 1896, Army Regulations, 1881, and was estimated for, but not appropriated.						4,602 90	57,651 57
Signal Service, Incidental Expenses—							
Extra-duty pay for 176 enlisted men, at 35 cents per diem, being 64 enlisted men of the Signal Corps serving as operators or repair-men on the United States military telegraph lines, 63 enlisted men of the Signal Corps in charge of stations or sections, 35 enlisted men of the Signal Corps mustered by the Chief Signal Officer for this allowance, in pursuance of the special direction of the Secretary of War, and 14 detailed men with Arctic expedition, being for the service of the fiscal year 1884	Appropriated. Submitted ...	22	617	1	22,545,60		
NOTE.—These men are employed continuously under the laws of Congress for more than ten days on skilled duties or labor not strictly military. (Revised Statutes, sec. 1287, and General Orders, No. 54, A. G. O., 1878.) This was estimated for, but not appropriated.							

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
WAR DEPARTMENT—Continued.							
SIGNAL SERVICE—Continued.							
Signal Service, Incidental Expenses—Continued.							
Interment of officers and men, being for the service of the fiscal year 1884	Submitted ...	------	------	------	$300 00		
Apprehension of deserters, being for the service of the fiscal year 1884	....do	------	------	------	120 00	$22,965 60	$1,475 00
NOTE.—These were not estimated for, but deaths have occurred and men have deserted requiring the expenditures.							
Signal Service, Barracks and Quarters—							
Commutation of quarters for 14 men, detailed from other organizations, for Arctic service, at $21 per month for 12 months, being for the service of the fiscal year 1884	Appropriated. Submitted ...	22 ------	617 ------	1 ------	....	3,528 00	85,908 00
NOTE.—This was authorized by the act making appropriations for the support of the Army for the fiscal year ending June 30, 1883, approved June 30, 1882, but was not appropriated although estimated for.							
Signal Service, Transportation—							
Transportation of material, being for the service of the fiscal year 1884	Appropriated.	22	617	1	.....	10,000 00	35,275 00
NOTE.—This is estimated for, for the reason that should the amount appropriated prove inadequate, and it is so considered, stations will have to be discontinued, and it will be impossible toward the end of the fiscal year to send to the stations of this service the meteorological blanks and other supplies, or to replace instruments broken or damaged by such casualties as are constantly occurring.							
Signal Service, Pay—							
Ten second lieutenants, mounted, being for the service of the fiscal year 1884	.... Appropriated.	R. S. 22	220 616	1261 1	1,000 00		
NOTE.—There was appropriated in the sundry civil act of March 3, 1883, for ten second lieutenants the sum of $14,000, or $1,400 each per annum (the pay of dismounted officers). The officers of the Signal Corps are entitled to the pay of mounted officers as per paragraph 2385, Army Regulations, 1881, and estimate is made for the difference.							
Additional pay to officers for length of service, being for the service of the fiscal year 1884	.... June 18, 1878 Feb. 24, 1881	R. S. 20 21	220 150 346	1262–3 7 1	2,512 50		
NOTE.—Although estimate was submitted no appropriation was made for longevity pay to the second lieutenants of the Signal Corps. These officers, some of whom have seen 15 years' service, are entitled to this pay as per section 1262, Revised Statutes, and estimate is made to cover this deficiency.							
Pay of 14 enlisted men, detailed from other organizations, for duty with Arctic expeditions, say for 12 months, being for the service of the fiscal year 1884	....	R. S.	222	1280	3,000 00	6,512 50	235,100 00
NOTE.—In the sundry civil act, approved March 3, 1883, the following appears under the head Signal Service: "And there shall not be expended from any moneys appropriated by the act entitled 'An act making appropriations for the support of the Army for the fiscal year ending June 30, 1884, and for other purposes,' approved March 3, 1883, any money for the support of the Signal Service, or Corps, except the pay of such commissioned officers as the Secretary of War may detail for service in that corps." This is, therefore, construed to prohibit payment to enlisted men so detailed, and as the amount appropriated for pay covers specifically only the enlisted men of the Signal Corps, this estimate is rendered necessary.							
Signal Service, Ordnance—							
For ammunition for morning and evening guns, and for authorized salutes at post of Fort Myer, Va.; materials for preservation and care of ordnance and ordnance stores, and for necessary ordnance stores and ammunition for use of the Signal Corps, being for the service of the fiscal year 1884	Submitted ...	------	------	------	.....	1,000 00	
NOTE.—The sum of $2,500 was estimated for, but nothing was appropriated; and yet Fort Myer, Va., is maintained as a regular military post, and there are stored there valuable ordnance and ordnance stores, which, without an appropriation for their preservation and care, will soon be rendered unfit for use.							
Observation and Exploration in the Arctic Seas—							
For continuing the work of scientific observation at Point Barrow, Alaska, being for the pay of civilians employed, one each, as astronomer, carpenter, and cook, being for the service of the fiscal year 1883	May 1, 1880 .. Appropriated.	21 22	82 384	1 1	....	1,786 67	33,000 00
NOTE.—For explanation of the estimates for the Signal Service see three communications from the Chief Signal Officer in Appendix H.							

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties, authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
WAR DEPARTMENT—Continued.							
MISCELLANEOUS.							
Support of the National Home for Disabled Volunteer Soldiers—							
Current and incidental expenses, and outdoor relief, being a deficiency for the fiscal years 1881 and prior years (1879)	..... Appropriated.	R. S 20	937 223	4830 1	.....	$3,500 00	$880,000 00
NOTE.—The sum of $3,500 was paid into the Treasury by General W. S. Tilton, treasurer Eastern Branch National Home for Disabled Volunteer Soldiers, in March, 1882, to settle his accounts, and was covered into the Treasury as a repayment on account of the appropriation for the support of the National Home for Disabled Volunteer Soldiers for the fiscal year ending June 30, 1879. The authorities of the Home had no official cognizance of the matter and the amount lapsed into the surplus fund on June 30, 1882, and was thus lost to the National Home. The amount is required and should be reappropriated for the use of the Home.							
Secret Service Fund—							
For payment of the award promised by the Secretary of War to Samuel Slavens, late of Company E, Thirty-third Ohio Infantry, for perilous services rendered in 1862	Submitted ..	.....	.....	.....	.....	100 00	
NOTE.—The balance ($2,722.31) of the "Secret service fund" having been carried to the surplus fund, the amount due should be reappropriated for the service of the year 1862.							
Commutation of Rations to Prisoners of War and Soldiers on Furlough—							
For payment of accounts certified to be due by the accounting officers of the Treasury Department for commutation of rations to prisoners of war in rebel States and soldiers on furlough, being for the service of the fiscal years 1871 and prior years	July 25, 1866 Mar. 2, 1867 War Dept., A. G. O., Gen'l Orders Nos. 37 and 88 of 1865.	14 14	364 423	 3	.....	40,000 00	
NOTE.—This item is explained in the Third Auditor's letter of December 15, 1883, Appendix I.							
Bounty to Volunteers and their Widows and Legal Heirs—							
For payment of amounts of bounty to volunteer soldiers who served in the war of the rebellion and their widows and legal heirs, which may be certified to be due by the accounting officers of the Treasury Department, being for the service of the fiscal year 1871 and prior years	Appropriated.	22	599	4	.....	75,000 00	150,000 00
Bounty under Act of July 28, 1866—							
For payment of amounts of additional bounty under the act of July 28, 1866, which may be certified to be due by the accounting officers of the Treasury Department, being for the service of the fiscal year 1880 and prior years	Appropriated.	22	599	4	.....	50,000 00	60,000 00
NOTE.—The balances of appropriations for "Pay, &c., of the Army, 1881 and prior years," and "Pay of two and three year volunteers, 1871 and prior years," are considered to be sufficient to pay all amounts that may be certified to be due from said appropriations during the fiscal year ending June 30, 1885.							
Total War Department	.....	.....	.....	.....	.....	756,164 23	14,730,409 75
NAVY DEPARTMENT.							
NAVAL ESTABLISHMENT.							
Pay Marine Corps—							
To pay amount found due by the accounting officers to George T. Bates on account of pay of the Marine Corps, being for the service of the fiscal year 1882	Feb. 23, 1881 Mar. 3, 1881	21 21	337,'8 420	1 1	.....	61 20	644,664 00
Provisions, Navy, Bureau of Provisions and Clothing—							
To pay amount found due by the accounting officers to E. F. Delaney on account of provisions for the Navy, being a deficiency for the fiscal year 1883	Aug. 5, 1882	22	290	1	.....	1 80	1,000,000 00
Total Navy Department	.....	.....	.....	.....	.....	63 00	1,644,664 00
INTERIOR DEPARTMENT.							
Stationery, Department of the Interior—							
For stationery for the use of the Interior Department in wrapping and mailing the reports of the Tenth Census, ordered by Congress to be distributed by this Department, act August 7, 1882, being for the service of the current fiscal year	Appropriated.	22	558	1	.....	5 393 18	60,000 00
NOTE.—See Appendix J.							

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
INTERIOR DEPARTMENT—Continued.							
Fuel and Light, Department of the Interior—							
For this amount for fuel and light for the current fiscal year, there being no appropriation for this purpose as heretofore and to prevent a deficiency in the appropriation for "Contingent Expenses, Department of the Interior"	Submitted ...	.....	.....	.....	.....	$20,000 00	
Fuel, Lights, &c., Department of the Interior—							
For this amount, to pay gas bill for the month of June, 1883, being a deficiency for the fiscal year 1883	Appropriated.	22	246	1	.....	135 10	$10,000 00
Contingent Expenses, General Land Office—							
For payment of amount found due by the accounting officers on account of contingent expenses, General Land Office, being a deficiency for the fiscal year 1883	Appropriated.	22	247	1	.....	60 75	31,000 00
Contingent Expenses, Office of Commissioner of Pensions—							
Amount required for the payment of the following bills contracted during the fiscal year ending June 30, 1883.	Appropriated.	22	248	1			
National Capital Telephone Company					$393 05		
Bureau of Engraving and Printing (March, 1883*)					2,430 02		
Bureau of Engraving and Printing (April, 1883*)					1,097 26		
Bureau of Engraving and Printing (May, 1883*)					114 40		
Bureau of Engraving and Printing (June, 1883*)					655 20		
Washington Gas-Light Company (May)					271 95		
Washington Gas-Light Company (June)					210 00		
Western Union Telegraph Company (May)					69 25		
Western Union Telegraph Company (June)					85 81		
L. H. Schneider and Son, hardware					53 23		
M. J. Wine, file cases					630 00		
Knickerbocker Ice Company (May)					86 21		
Knickerbocker Ice Company (June)					127 06		
C. H. Burgess, coal and wood					277 26		
Ira Godfrey, laundry of towels					39 65		
						6,540 35	60,000 00
NOTE.—All these expenses were necessary, and all articles purchased were required and used during the fiscal year ending June 30, 1883.							
PUBLIC LANDS SERVICE.							
For Reproducing Records of Office of Surveyor-General of Washington Territory and United States Land Office at Olympia, Wash. Ter.—							
For compensation of volunteer clerks in reproducing records of the office of United States surveyor-general and United States land office at Olympia, Wash. Ter., destroyed by fire on the 12th of September, 1883	Submitted ...	.....	.....	.....	.....	21,000 00	
NOTE.—On the 12th of September, 1883, the office of the United States surveyor-general and United States land office at Olympia, Wash. Ter., were destroyed by fire, with their entire records, necessitating the reproduction of the latter at once from the records of the General Land Office. The work involved the copying, comparing, and indexing of fifty-eight volumes of field notes of surveys, aggregating 44,712 pages, and the copying and comparing of 306 contracts and bonds for the survey of public lands (a large number being accompanied by lengthy special instructions), 1,600 accounts (averaging five papers to each account) pertaining to the office of the surveyor-general, one ledger of deposits by individuals for the survey of public lands, one ledger of appropriations for the surveying service, thirty-six tract books containing 8,000 pages, and posting therein all disposals of public lands in the Olympia land district, and all important correspondence from the opening of each office in 1854 to the date of the fire. Also the preparation of two diagrams showing the several lines of the main and branch lines of the Northern Pacific Railroad and limits of the withdrawals of land ordered for the benefit of the grant to said company, and copies of map of the Columbia and Puget Sound Railroad, filed for the purpose of securing right of way, and one list of lands approved under the grant to the Northern Pacific Railroad Company. The work was of such an extensive character, and required the services of so many clerks, that it was impossible to reproduce the records during the regular office hours without laying aside a considerable portion of the current work of the office. In view of the absolute necessity of furnishing the above records at once, a large number of clerks volunteered to perform the work at night, working three hours (from 6.30 to 9.30) each night, and five nights in each week, with the distinct understanding that they were to prefer no claim for compensation against the United States, but that the matter should be submitted to Congress for such action as it might deem proper and just. The records above enumerated have been restored, with the exception of about two-thirds of the field-notes and the comparing and indexing thereof entire. The amount estimated for the entire work is based upon the work already performed, at the rate of $2 per night for each clerk, $1 each for three messengers, and $3 each for three clerks superintending the work. For further explanation see Appendix K.							

* Printing of pension certificates and checks

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
INTERIOR DEPARTMENT—Continued.							
PUBLIC LANDS SERVICE—Continued.							
Contingent Expenses of Land Offices—							
Incidental expenses of the several land offices; being a deficiency on account of the service of the fiscal year 1884	Appropriated.	22	622	1		$20,000 00	$130,000 00
NOTE.—The appropriation of $130,000 for contingent expenses of land offices for the current fiscal year is inadequate to the payment of necessary and legitimate expenses of the several offices. The business of the entire land system is embarrassed and delayed by the inability of registers and receivers to promptly forward to this office the returns required of them through want of sufficient clerical assistance. In a majority of the offices the registers and receivers are paying the office rent from their own funds, and in all the expense of fuel and lights. The reports of inspectors show that the records and furniture in many offices are in a dilapidated condition; many receivers being without safes for the safe keeping of the public funds coming into their possession. There are 106 offices in operation, and it is estimated that the disposals during the current fiscal year will exceed those of last year, which were largely in excess of that of any previous year. Without the appropriation of the amount above estimated the service will be still more embarrassed by the forced furlough of a large number of clerks in various offices to bring the expenditures within the limits of the appropriation. (See note to estimate of $130,000, Book of Estimates for fiscal year 1885, page 198.)							
For payment of amounts found due by the accounting officers on account of contingent expenses of land offices, as follows:							
For the fiscal year 1882	Appropriated.	21	450	1		85 26	100,000 00
For the fiscal year 1883	....do	22	326	1		545 15	120,000 00
Depredations on Public Timber—							
For payment of amounts found due by the accounting officer on account of depredations on public timber, as follows:							
For the fiscal year 1882	Appropriated.	21	451	1		556 23	40,000 00
For the fiscal year 1883	....do	22	326	1		2,022 28	75,000 00
Salaries, Office of Surveyor-General of Louisiana—							
For payment of amounts found due by the accounting officers on account of salaries, office of surveyor-general of Louisiana, being a deficiency for the fiscal year, 1883	Appropriated.	22	250	1		1,506 62	12,000 00
Contingent Expenses, Office of Surveyor-General of Louisiana—							
For payment of amount found due by the accounting officers, on account of contingent expenses, office of surveyor-general of Louisiana, being a deficiency for the fiscal year, 1883	Appropriated.	22	325	1		71 20	1,000 00
Contingent Expenses, Office of Surveyor-General of Colorado—							
For payment of amounts found due by the accounting officers, on account of contingent expenses, office of surveyor-general of Colorado, being a deficiency for the fiscal year, 1883	Appropriated.	22	325	1		200 00	1,500 00
MISCELLANEOUS.							
Expenses of the Tenth Census—							
Current expenses	Appropriated.	22	627	1	$20,000 00		
Outstanding liabilities, being for the service of the fiscal year ending June 30, 1884					5,000 00		
						25,000 00	100,000 00
NOTE.—The sum of $25,000, as estimated above, will, it is believed, cover every contingency of expenditure from January 1 to June 30, 1884, in excess of the balance of prior appropriations now on hand. From July 1, 1884, it is estimated that a monthly sum of $5,000 will be required for the expenses of this office for such period as may be required for the completion of its publications. Such period must be wholly dependent upon the facilities of the Government Printing Office for printing and binding the remaining unpublished volumes of the final report of the tenth census. C. N. SEATON, *Superintendent.*							
Support of Freedmen's Hospital and Asylum—							
To supply a deficiency in the appropriation for the support of the Freedmen's Hospital and Asylum, Washington, D. C., on account of fuel and light, being for the service of the fiscal year 1884	Appropriated.	22	626	1		500 00	50,000 00

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
INTERIOR DEPARTMENT—Continued.							
MISCELLANEOUS—Continued.							
Buildings and Grounds, Howard University— To be used in paying to the proper officer of "The Howard University" for expenses incurred by the said university in making repairs during the year ending June 30, 1883, including the amount of vouchers and parts of vouchers for expenses in said year prior to August 8, 1882, disallowed by the accounting officers of the Treasury Department, under section 3732 of the Revised Statutes, four thousand dollars	Appropriated.	22	331	1		$4,000 00	$10,000 00
Refund to L. Strauss & Sons— To refund the duty paid by L. Strauss & Sons, May 23, 1879, upon a Sevres vase presented by them to the National Museum	Submitted					210 50	
Statue of Joseph Henry— For expense of freight on statue of Joseph Henry from Rome to Washington, and all expenses by the Smithsonian Institution connected with the erection and ceremonies of unveiling said statue	June 1, 1880 Feb. 24, 1883	21 22	154 639	1 1		900 00	15,000 00
INDIAN AFFAIRS.							
Support of Indians at Fort Peck Agency— Amount due to Isaac G. Baker for one hundred and sixty-two head of beef-cattle, taken by Fort Peck Indians October 14, 1878, while in process of delivery under his contract, dated June 21, 1878	Appropriated.	20	83	1		5,821 20	75,000 00
NOTE.—For explanation see copy of letter of the Second Comptroller of the Treasury, dated August 4, 1883, in Appendix L.							
Fulfilling Treaties with Pottawatomies— Amount necessary to enable the Secretary of the Interior to make final settlement with certain Mexican Pottawatomie Indians, under treaty stipulations with them.	Submitted	15	531	1		17,995 46	
NOTE.—For explanation see H. R. Report No. 1149, 47th Congress, first session.							
Taking a Census of North Carolina Cherokees— Amount necessary to pay indebtedness on account of services rendered and expenses incurred in connection with taking a census of North Carolina Cherokees, being a deficiency for the fiscal year 1884, and prior years	Appropriated.	22	328	1		2,600 00	800 00
Payment to Sioux Indians for Ponies— This amount for payment to Red Cloud and other Sioux Indians, being value of seven hundred and five ponies, at $40 per head, taken from said Indians by the War Department in 1876	Submitted					28,200 00	
Fulfilling Treaty with Apaches, Kiowas, and Comanches— This amount for school supplies and teacher for every thirty children, under treaty with the Apaches, Kiowas, and Comanches, dated October 21, 1867, from date of treaty to June 30, 1884	Oct. 21, 1867	15	583			249,200 00	
Fulfilling Treaty with Cheyennes and Arapahoes— This amount for school supplies and teacher for every thirty children, under treaty with the Cheyennes and Arapahoes dated October 28, 1867, from date of treaty to June 30, 1884	Oct. 28, 1867	15	595			254,100 00	
Fulfilling Treaty with Crows— This amount for school supplies and teacher for every thirty children, under treaty with the Crows, dated May 7, 1868, from date of treaty to June 30, 1884	May 7, 1868	15	651			235,200 00	
Fulfilling Treaty with Navajoes— This amount for school supplies and teacher for every thirty children, under treaty with the Navajoes, dated June 1, 1868, from date of treaty to June 30, 1884	June 1, 1868	15	669			660,100 00	
Fulfilling Treaty with Northern Cheyennes and Arapahoes— This amount for school supplies and teacher for every thirty children, under treaty with the Northern Cheyennes and Arapahoes, dated May 10, 1868, from date of treaty to June 30, 1884	May 10, 1868	15	656			149,800 00	

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
INTERIOR DEPARTMENT—Continued.							
INDIAN AFFAIRS—Continued.							
Fulfilling Treaty with Shoshones and Bannocks—							
This amount for school supplies and teacher for every thirty children, for the Shoshones, under treaty with the Shoshones and Bannocks, dated July 3, 1868, from the date of treaty to June 30, 1884	July 3, 1868	15	675	.....	$126,700 00		
This amount for same purposes, for the Bannocks under the same treaty, from date of treaty to June 30, 1884	July 3, 1868	15	675	.....	39,200 00		
						$165,900 00	
Fulfilling Treaty with Sioux of different Tribes, including Santee Sioux of Nebraska—							
This amount for school supplies and teacher for every thirty children, for the Sioux of different tribes, under treaty dated April 29, 1868, from date of treaty to June 30, 1884	April 29, 1868	15	637	.....		1,286,600 00	
Fulfilling Treaty with Confederated Bands of Utes—							
This amount for school supplies and teacher for every thirty children under treaty with the Utes, dated March 2, 1868, from the date of treaty to June 30, 1884	Mar. 2, 1868	15	621	.....		255,500 00	
Fulfilling Treaty with Shawnees—							
Amount due the Shawnee Indians for arrears of annuities, under the 3d article, treaty of May 10, 1854, being a part of the balance due the said Shawnees for lands ceded to the United States, under the first article of said treaty	May 10, 1854	10	1056	3		9,437 62	
NOTE.—For explanation, see copy of letter of Second Auditor. dated April 3, 1883, in Appendix M.							
Fulfilling Treaties with Pottawatomies of Michigan and Indiana—							
Amount due the Pottawatomies of Michigan and Indiana for arrears of annuities under various treaties, specifically set forth in H. R. Report No. 1404, 47th Congress, 1st session	Submitted ...	.....	.....	.....		181,051 66	
PENSIONS.							
Army and Navy Pensions—							
To meet any deficiency which may occur in any item already appropriated on account of pensions, for the fiscal year of 1884, any balance in one account, or so much thereof as may be necessary, may be transferred to and used in another account for this service as the expenditure may require	.....	.....	.....	.....	.....	.....	
Total Department of the Interior	.....	.....	.....	.....	.....	3,610,232 56	$891,300 00
POST OFFICE DEPARTMENT.							
Contingent expenses, Post-Office Department—							
To supply a deficiency in the appropriation for contingent expenses of the Post-Office Department for the fiscal year 1883, as follows:							
Stationery: Philadelphia Daily Sun, for advertising	Appropriated.	22	252	1		30 40	9,000 00
Gas: Washington Gas-Light Company, balance of bill for June, 1883	do	.....	.....	.....	.....	68 18	5,000 00
Painting: George Ryneal, jr., materials furnished	do	.....	.....	.....	.....	17 13	4,000 00
Miscellaneous items: G. C. Maynard, repairs to electric bells, $59.45; M. W. Beveridge, baskets, brushes, &c., $85.88; Barber & Ross, weather strips, $23.75;	do	22	253	1		368 58	12,100 00
National Capital Telephone Company, rent of instruments, $172.00; D. B. Canfield, American Law Register, $27.50	do	22	586	1			
Publication of post-route maps: G. A. Whitaker, drawing material, &c	do	22	253	1		110 50	12,500 00
Total Post-Office Department	.....	.....	.....	.....	.....	594 79	42,600 00
POSTAL SERVICE.							
OUT OF THE POSTAL REVENUES.							
Route Agents (appropriation to be made from postal revenues)—							
A. H. Hamilton, postmaster, Ottumwa, Iowa:							
For amount paid C. B. Arbuckle, route agent, from April 1 to 24, 1882	May 4, 1882	R. S. 22	776 54	4024 1	$59 34		

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
POSTAL SERVICE—Continued.							
OUT OF THE POSTAL REVENUES—Continued.							
Route Agents (appropriations to be made from postal revenues)—Continued.							
Jacob Stotler, postmaster, Emporia, Kans.:							
For amount paid W. H. Richardson, route agent, for 2d quarter, 1882	Same acts				$225 00		
George E. Cole, postmaster, Portland, Oreg.:							
For amount paid J. M. Hays, route agent, from October 1 to 7, 1882	do				18 64		
J. A. Shipman, postmaster, Springfield, Ohio:							
For amount paid F. V. Hartman, route agent, from June 13 to 30, 1882	do				44 51		
M. Logan, postmaster, Hagerstown, Md.:							
For amount paid O. T. Huff, route agent, from June 28 to 30, 1882	do				7 42		
W. H. McCleary, postmaster, Pittsburgh, Pa.:							
For amount paid J. P. Black, route agent, April 18, 1882	do				2 74		
P. C. Van Matre, postmaster, Holden, Mo.:							
For amount paid A. J. Shannon, route agent, 2d quarter, 1882	do				225 00		
Total route agents, being for the service of the fiscal year 1883						$582 65	$1,585,000 00
Mail Route Messengers (appropriation to be made from postal revenues)—							
A. A. Whissen, postmaster, Dallas, Tex.:							
For amount paid William R Houston, mail route messenger, from May 28 to June 26, 1882	May 4, 1882	R. S. 22	776 54	4024 1	72 52		
S. T. Poiner, postmaster, Spartanburgh, S. C.:							
For amount paid W. G. Shiell, mail route messenger, 1st quarter, 1882	Same acts				223 75		
Total mail route messengers, service of fiscal year 1883						296 27	285,000 00
Advertising (appropriation to be made from postal revenues)—							
New Mexican Advertiser, Santa Fé, N. Mex.:							
For advertisement for proposal to carry the mails in New Mexico, ordered March 1, 1882	May 17, 1878 May 4, 1882	R. S. 20 22	738 61 53	3709 1, 4 1	27 31		
State Gazette, Trenton, N. J.:							
For advertisement for proposal to carry the mails in New Jersey, ordered March 1, 1882	Same acts				9 48		
Evening Star, Washington, D. C.:							
For advertisement for proposals for furnishing, marking, and rating stamps, ordered June 13, 1882	do				4 68		
Post and Tribune, Detroit, Mich.:							
For advertisement for proposals to carry the mails in Michigan, ordered October 15, 1881	do				36 00		
Puget Sound Courier, Olympia, Wash. Ter.:							
For advertisement for proposals to carry the mails, ordered October 15, 1881, and March 1, 1882	do				21 00		
Total advertising, service of fiscal year 1883						98 47	40,000 00
Manufacture of Postage Stamps (appropriation to be made from postal revenues)—							
American Bank-Note Company, New York, N. Y.:							
For balance of bill for manufacturing postage-stamps during June, 1883	May 4, 1882	R. S. 22	761 54	3914 1		3,895 63	109,000 00
Foreign Mail Transportation (appropriation to be made from postal revenues)—							
North German Lloyd Steamship Company: For ocean-mail transportation from April 5 to June 30, 1883	Postal convention of June 1, 1878 May 4, 1882	 22	 55	 1		13,892 63	300,000 00
Stationery (appropriation to be made from postal revenues)—							
H. G. Pierson, postmaster, New York, N. Y.:							
For stationery in second quarter, 1883	May 4, 1882	R. S. 22	754 53	3860 1		1,608 73	55,000 00
Compensation of Postmasters (appropriation to be made from postal revenues)—							
Compensation of postmasters, being an over expenditure, as shown in Auditor's Annual Report for the fiscal year 1883	May 4, 1882	R. S. 22	754 53	3861 1		1,515,394 46	8,800,000 00

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
POSTAL SERVICE—Continued.							
OUT OF THE POSTAL REVENUES—Continued.							
Ship, Steamboat, and Way Letters (appropriation to be made from postal revenues)—							
Ship, steamboat, and way letters, being an over expenditure, as shown in Auditor's Annual Report for fiscal year 1883:	....	R. S.	769	3976			
H. G. Pierson, postmaster, New York, N. Y	....	R. S.	770	3977	$17 01		
	....	R. S.	770	3978			
	May 4, 1882	22	55	1			
For this amount, paid on account of ship, steamboat, and way letters after appropriation was exhausted	Same acts	.....	.....	.....	30 42		
Total ship, steamboat, and way letters for fiscal year 1883	....	.....	.....	.....	.....	$47 43	$1,500 00
Inland Transportation—							
Railroads, (appropriation to be made from postal revenues):							
Knox and Lincoln Railroad Company, from April 1 to June 30, 1883	....	R. S.	768	3964	1,096 66		
	....	R. S.	773	4002			
	May 4, 1882.	22	53	1			
Massachusetts Central Railroad Company, from April 1 to June 30, 1883	Same acts.	.....	.....	.....	217 96		
New York and New England Railroad Company, from February 12 to June 30, 1883	....do	.....	.....	.....	116 77		
Grand Trunk Railroad Company, from May 16 to June 30, 1883	....do	.....	.....	.....	24 79		
West Jersey Railroad Company, from June 13 to June 30, 1883	....do	.....	.....	.....	15 45		
Philadelphia and Long Branch Railroad Company, from August 1, 1882 to June 30, 1883	....do	.....	.....	.....	680 99		
Pittsburgh and Western Railroad Company, from March 26 to June 30, 1883	....do	.....	.....	.....	1,300 74		
York and Peach Bottom Railroad Company, from June 4 to June 30, 1883	....do	.....	.....	.....	15 62		
Washington and Western Railroad Company, from May 10 to June 30, 1883	....do	.....	.....	.....	427 22		
Richmond and Mecklenburgh Railroad Company, from February 1 to June 30, 1883	....do	.....	.....	.....	314 41		
Seaboard and Raleigh Railroad Company, from December 11, 1882, to June 30, 1883	....do	.....	.....	.....	735 39		
Barnwell Railroad Company, from December 11, 1882, to June 30, 1883	....do	.....	.....	.....	224 32		
Talbotton Railroad Company, from April 1 to June 30, 1883	Same acts	.....	.....	.....	$76 95		
Fernandina and Jacksonville Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	1,551 88		
Memphis and Charleston Railroad Company, from January 1 to June 30, 1883	....do	.....	.....	.....	14,233 32		
Tuskegee Railroad Company, from April 1 to June 30, 1883	....do	.....	.....	.....	2 80		
Montgomery Southern Railroad Company, from March 15 to June 30, 1883	....do	.....	.....	.....	266 95		
Nashville and Florence Railroad Company, from April 1 to June 30, 1883	....do	.....	.....	.....	123 38		
Memphis and Charleston Railroad Company, from January 1 to June 30, 1883	....do	.....	.....	.....	292 20		
Walden's Ridge Railroad Company, from October 1, 1882, to June 30, 1883	....do	.....	.....	.....	580 32		
Kentucky Central Railroad Company, from October 1, 1882, to March 31, 1883	....do	.....	.....	.....	38 09		
Louisville and Nashville Railroad Company, from April 1 to June 30, 1883	....do	.....	.....	.....	79 09		
Pittsburgh, Cincinnati and Saint Louis Railroad Company, from January 1 to June 30, 1883	....do	.....	.....	.....	1,691 87		
Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, from January 1 to June 30, 1883	....do	.....	.....	.....	361 56		
Toledo, Cincinnati and Saint Louis Railroad Company, from April 1 to June 30, 1883	....do	.....	.....	.....	1 65		
Alliance, Niles and Ashtabula Railroad Company, from October 1, 1882, to June 30, 1883	....do	.....	.....	.....	804 45		
Paulding and Cecil Railway Company, from November 1, 1882, to June 30, 1883	....do	.....	.....	.....	183 30		
Terre Haute and Indianapolis Railroad Company, from January 1 to June 30, 1883	....do	.....	.....	.....	65 38		
Louisville, New Albany and Chicago Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	555 38		
Evansville and Terre Haute Railroad Company, from January 1 to June 30, 1883	....do	.....	.....	.....	59 36		

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes.			Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
		Vol. or R. S.	Page.	Sec.			
POSTAL SERVICE—Continued.							
OUT OF THE POSTAL REVENUES—Continued.							
Inland Transportation—Continued.							
Railroads (appropriations to be made from postal revenues)—Continued.							
Indiana, Bloomington and Western Railroad Company, from January 1 to June 30, 1883	Same acts				$774 47		
Fort Wayne, Cincinnati and Louisville Railroad Company, from April 1 to June 30, 1883	....do				62 17		
Cincinnati, Wabash and Michigan Railroad Company, from April 1 to June 30, 1883	....do				127 02		
Indianapolis and Saint Louis Railroad Company, from April 1 to June 30, 1883	....do				11 41		
Danville, Olney and Ohio Railroad Company, from November 1, 1882, to June 30, 1883	....do				247 32		
Jacksonville and Southeastern Railway Company	....do				421 38		
Wabash, Saint Louis and Pacific Railway Company, from July 1, 1882, to June 30, 1883	....do				4,453 02		
Fulton County Narrow Gauge Railway Company, from August 10, 1882, to June 30, 1883	....do				1,099 28		
Central Iowa Railway Company, from December 15, 1882, to June 30, 1883	....do				663 74		
Saint Louis Coal Railroad Company, from March 8 to June 30, 1883	....do				314 20		
Indiana, Illinois and Iowa Railroad Company, from July 1, 1882, to June 30, 1883	....do				1,857 06		
Illinois Central Railroad Company, from April 2 to June 30, 1883	....do				81 09		
Chicago and West Michigan Railroad Company, from September 11, 1882, to June 30, 1883	....do				2,238 29		
Chicago and Northwestern Railroad Company, from November 1, 1882 to June 30, 1883	....do				1,193 38		
Marquette, Houghton and Ontonagon Railroad Company, from January 1, 1883, to March 31, 1883	....do				1 06		
Detroit, Bay City and Alpena Railroad Company, from October 1, 1882, to June 30, 1883	....do				864 51		
Grand Rapids and Indiana Railroad Company, from February 1, 1883, to June 30, 1883	....do				203 47		
Port Huron and Northwestern Railroad Company, from March 2, 1883, to June 30, 1883	....do				996 30		
Chicago, Saint Paul, Minneapolis and Omaha Railway Company, from November 15, 1882, to June 30, 1883	....do				2,288 28		
Milwaukee and Northern Railroad Company, from August 15, 1882, to June 30, 1883	....do				2,436 72		
Chicago, Milwaukee and Saint Paul Railway Company, from July 1, 1882, to June 30, 1883	....do				1,638 75		
Milwaukee, Lake Shore and Western Railway Company, from August 15, 1882, to June 30, 1883	....do				2,168 02		
Chippewa Valley and Superior Railway Company, from August 15 to November 14, 1882	....do				525 82		
Chicago and Northwestern Railway Company, from January 10 to June 30, 1883	....do				135 24		
Northern Pacific Railroad Company, from July 1, 1882, to June 30, 1883	....do				21,966 37		
Saint Paul and Duluth Railroad Company, from April 1 to June 30, 1883	....do				21 78		
Minneapolis and Saint Louis Railroad Company, from January 1 to June 30, 1883	....do				7,019 66		
Saint Paul, Minneapolis and Manitoba Railroad Company, from April 1 to June 30, 1883	....do				5 73		
Northern Pacific, Fergus and Black Hills Railroad Company, from September 1, 1882, to June 30, 1883	....do				2,060 93		
Little Falls and Dakota Railroad Company, from January 1, 1883 to June 30, 1883	....do				2,136 80		
Burlington, Cedar Rapids and Northern Railroad Company, from September 1, 1882, to June 30, 1883	....do				3,256 97		
Chicago, Burlington and Kansas City Railroad Company, from November 1, 1882, to June 30, 1883	....do				422 55		
Chicago, Milwaukee and Saint Paul Railroad Company, from July 1, 1882, to June 30, 1883	....do				21,832 35		
Wabash, Saint Louis and Pacific Railroad Company, from October 16, 1882, to June 30, 1883	....do				2,565 93		
Dubuque and Dakota Railroad Company, from January 1, to March 31, 1883	....do				92 57		
Port Madison and Northwestern Railroad Company, from July 1, 1882, to June 30, 1883	....do				1,285 49		
Humeston and Shenandoah Railroad Company, from February 12, 1882, to June 30, 1883	....do				1,698 35		

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes.			Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
		Vol. or R. S.	Page.	Sec.			
POSTAL SERVICE—Continued.							
OUT OF THE POSTAL REVENUES—Continued.							
Inland Transportation—Continued.							
Railroads (appropriations to be made from postal revenues)—Continued.							
Chicago and Northwestern Railroad Company, from October 16, 1882 to June 30, 1883	Same acts	.....	.....	.....	$3,823 72		
Central Iowa Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	3,999 59		
Saint Louis, Des Moines and Northern Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	1,657 70		
Burlington and Northwestern Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	1,297 57		
Des Moines and Fort Dodge Railroad Company, from February 22, 1883, to June 30, 1883	....do	.....	.....	.....	756 95		
Chicago, Rock Island and Pacific Railway Company, from April 16 to June 30, 1883	....do	.....	.....	.....	143 18		
Missouri Pacific Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	10,754 20		
Wabash, Saint Louis and Pacific Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	2,548 95		
Atchison, Topeka and Santa Fé Railroad Company, from March 10 to June 30, 1883	....do	.....	.....	.....	217 32		
Saint Louis and San Francisco Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	5,664 10		
Saint Louis, Hannibal and Keokuk Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	1,631 36		
Kansas City, Fort Scott and Gulf Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	5,369 55		
Missouri Pacific Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	2,754 63		
Texas and Saint Louis Railway Company, from September 4, 1882, to June 30, 1883	....do	.....	.....	.....	4,776 14		
Springfield and Southern Railway Company, from November 1, 1882, to June 30, 1883	....do	.....	.....	.....	655 43		
Little Rock, Mississippi River and Texas Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	99 96		
Vicksburg, Shreveport and Pacific Railway Company, from March 1 to June 30, 1883	....do	.....	.....	.....	1,573 74		
Houston and Texas Central Railroad Company, from October 1, 1882, to June 30, 1883	....do	.....	.....	.....	833 16		
Gulf, Colorado and Santa Fé Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	8,455 76		
Fort Worth and Denver City Railway Company, from August 1, 1882, to June 30, 1883	....do	.....	.....	.....	6,598 75		
Union Pacific Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	47,910 03		
Kansas City, Lawrence and Southern Kansas Railroad Company, from July 17, 1882, to June 30, 1883	....do	.....	.....	.....	1,560 77		
Saint Joseph and Western Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	15,046 75		
Atchison, Topeka and Santa Fé Railroad Company, from April 1, 1882, to June 30, 1883	....do	.....	.....	.....	37,943 77		
Kansas Central Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	1,521 14		
Junction City and Fort Kearney Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	3,737 48		
Solomon Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	3,164 44		
Salina and Southwestern Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	1,584 72		
Leavenworth, Topeka and Southwestern Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	1,276 08		
Nebraska, Topeka, Iola and Memphis Railroad Company, from January 1 to April 30, 1883	....do	.....	.....	.....	227 80		
Union Pacific Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	317 78		
Omaha and Republican Valley Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	8,303 76		
Omaha, Niobrara and Black Hills Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	3,692 71		
Omaha, Republican Valley and Marysville and Blue Valley Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	1,608 24		
Republican Valley Railroad Company, from October 16, 1882, to June 30, 1883	....do	.....	.....	.....	693 48		
Chicago, Saint Paul, Minneapolis and Omaha Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	1,944 24		

Estimates of appropriations for the fiscal year ending June 30, 1884—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
POSTAL SERVICE—Continued.							
OUT OF THE POSTAL REVENUES—Continued.							
Inland Transportation—Continued.							
Railroads (appropriations to be made from postal revenues)—Continued.							
Saint Paul, Minneapolis and Manitoba Railway Company, from September 15, 1882, to June 30, 1883	Same acts	.....	.....	.....	$7,069 10		
Chicago and Northwestern Railway Company, from October 20, 1882, to June 30, 1883	....do	.....	.....	.....	543 65		
Chicago, Milwaukee and Saint Paul Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	2,954 62		
Utah Northern Railway Company, from January 3, 1883, to June 30, 1883	....do	.....	.....	.....	2,043 48		
Denver and Boulder Valley Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	1,302 24		
Colorado Central Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	32,519 53		
Denver, South Park and Pacific Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	2,421 60		
Denver Pacific Railway and Telegraph Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	10,446 37		
Denver and Rio Grande Railway Company, from October 16, 1882, to June 30, 1883	....do	.....	.....	.....	10,937 29		
Denver and New Orleans Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	8,500 28		
Central Pacific Railroad Company, lessees of Southern Pacific Railroad, from January 1 to June 30, 1883	....do	.....	.....	.....	2 59		
New Mexico and Arizona Railroad Company, from November 20, 1882, to June 30, 1883	....do	.....	.....	.....	2,551 07		
Union Pacific Railway Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	56,315 53		
Echo and Park City Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	1,362 16		
Oregon and California Railroad Company, from April 10, 1882, to June 30, 1883	....do	.....	.....	.....	829 89		
California Pacific Railroad Company, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	4,152 72		
Salt Lake and Western Railway Company, from August 20, 1882, to June 30, 1883	....do	.....	.....	.....	2,038 52		
Central Pacific Railroad Company, lessees of Northern Railway, from July 1, 1882, to June 30, 1883	....do	.....	.....	.....	6,236 15		
Sonoma Valley Railroad Company, from December 1, 1882, to June 30, 1883	....do	.....	.....	.....	468 89		
Pacific Coast Railway Company, from January 15, 1882, to June 30, 1883	Same acts	.....	.....	.....	$1,306 38		
Pennsylvania Railroad Company, from January 1 to June 30, 1883	....do	.....	.....	.....	73 21		
Central Railroad Company of New Jersey, from April 1 to June 30, 1883	....do	.....	.....	.....	37 29		
Detroit, Mackinaw and Marquette Railroad Company, from October 1 to December 31, 1882	....do	.....	.....	.....	6 60		
Amount paid in excess of appropriation as per auditor's annual report for 1883	....do	.....	.....	.....	179 74		
Total inland mail transportation, railroads, being for the service of the fiscal year 1883	.....	.....	.....	.....	.....	$463,749 58	$11,155,000 00
Total Post-Office Department, from the postal revenues	.....	.....	.....	.....	.....	1,999,565 85	22,330,500 00
DEPARTMENT OF JUSTICE.							
Contingent Expenses, Department of Justice—							
Miscellaneous items, telegraphing, and lights, being a deficiency for the fiscal year 1883	Appropriated.	22	253	1	.....	1,372 17	7,160 00
NOTE.—In relation to this and the following estimates by the Department of Justice, see Appendix N.							
JUDICIAL.							
Fees of District Attorneys, United States Courts—							
For payment of district attorneys and their assistants, being a deficiency for the fiscal year 1883	Appropriated.	22	336	1	.....	115,000 00	325,000 00
For payment of district attorneys and their assistants, being a deficiency for the fiscal year 1882	....do	21	454	1	.....	17,782 62	410,000 00
	....do	22	269	1			
	....do	22	395	1			
Fees of Clerks, United States Courts—							
For fees of clerks, United States courts, being a deficiency for the fiscal year 1883	....do	22	336	1	.....	60,000 00	160,000 00

Estimates of appropriations for the fiscal year ending June 30, 1884.—Continued.

General object (title of appropriation), and details and explanations.	Date of acts, resolutions, or treaties authorizing or providing for the expenditures.	References to Stats. at Large, or to Revised Statutes. Vol. or R. S.	Page.	Sec.	Estimated am't which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the fiscal year for which the appropriation is required.
JUDICIAL—Continued.							
Fees of Commissioners, United States Courts—							
For fees of United States commissioners, being a deficiency for the fiscal year 1883	Appropriated.	22	336	1		$15,000 00	$130,000 00
Expenses of Territorial Courts in Utah—							
For expenses of Territorial courts in Utah, being a deficiency for the fiscal year 1883	....do	22	335	1		3,500 00	26,000 00
Total Department of Justice						212,654 79	1,058,160 00
RECAPITULATION.							
Department of State						36,244 24	746,900 00
Treasury Department						289,240 44	4,947,753 91
War Department						756,164 23	14,730,409 75
Navy Department						63 00	1,644,664 00
Interior Department						3,610,232 56	891,300 00
Post-Office Department						594 79	42,600 00
Post-Office Department (from the postal revenues $1,999,565.85)							
Department of Justice						212,654 79	1,058,160 00
Grand total						4,905,194 05	24,061,787 66

APPENDIX A.

In relation to estimate for "salaries and expenses of collectors of internal revenue, 1883, $6,758.31." (See page 3.)

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE,
Washington, January 11, 1884.

SIR: I have the honor to recommend that Congress be asked to make provision for the payment of the following accounts for expenses incurred, during the fiscal year ended June 30, 1883, by the collectors of internal revenue named below, for which the First Comptroller decided that there was no appropriation available.

These expenses were incurred, under specific authority of this office, in the employment of certain persons for a limited period to assist internal-revenue officers in securing a more thorough collection of taxes due upon spirits distilled from fruit, as it was believed that a considerable amount was lost to the Government by failure of distillers to report for taxation the whole quantity produced, and in districts where there were a large number of such distilleries the ordinary force of deputy collectors was insufficient to make such frequent examinations of the distilleries as was considered necessary.

The services of these persons were performed in good faith, and it is believed resulted in the collection of an increased amount of revenue, and it is desirable that an appropriation should be made for their payment as soon as practicable.

The names and amounts are as follows:

C. Hartson, collector, first California	$1,223 70
A. L. Frost, collector, fourth California	511 00
W. J. Landram, collector, eighth Kentucky	66 21
D. A. Stewart, collector, fourth Missouri	80 20
B. H. Langston, collector, fifth Missouri	227 10
P. Doppler, collector, sixth Missouri	*318 73
I. J. Young, collector, fourth North Carolina	560 00
G. B. Everitt, collector, fifth North Carolina	256 00
T. N. Cooper, collector, sixth North Carolina	†794 03
J. T. Valentine, collector, eighth Pennsylvania	72 93
J. M. Melton, collector, second Tennessee	174 00
A. M. Hughes, jr., collector, fifth Tennessee	536 85
W. L. Fernald, collector, fourth Virginia	1,200 00
J. H. Rives, collector, fifth Virginia	‡673 00
B. B. Botts, collector, sixth Virginia	149 80
Total	6,843 55
Corrected total	6,758 31

Respectfully,

WALTER EVANS,
Commissioner.

Hon. SECRETARY OF THE TREASURY.

* $317.82 † 706.70 ‡ 676.00

[Indorsement by the First Comptroller.]

JANUARY 18, 1884.

Respectfully returned to the honorable Secretary of the Treasury, with the information that the amounts herein respectively stated, with the three marginal corrections appended, are correct, and it is supposed that an appropriation should be made for their payment.

WILLIAM LAWRENCE,
First Comptroller.

APPENDIX B.

In relation to the estimate "refunding taxes illegally collected, $200,000." (See page 3.)

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE,
Washington, December 11, 1883.

SIR: I have the honor to acknowledge the receipt of your letter of the 28th ultimo, requesting me to make and report to your office a careful estimate of the aggregate amount that will be needed to cover the claims for refunding internal-revenue taxes erroneously or illegally assessed or collected that have been or may be allowed by me during the current fiscal year, and which are held not to be payable out of any existing appropriation.

In reply, I respectfully submit the following statement of the classes of refunding claims now pending in this office, for the payment of which there is believed to be no available appropriation.

Claims for the refunding of taxes paid upon tare of cotton, 92, amounting to $15,898.06.

Claims for the refunding of taxes paid on dividends and interest belonging to non-resident aliens, 140, amounting to $240,256.18.

Claims for the refunding of taxes paid by brokers on capital and deposits as bankers, 106, amounting to $20,754.83; miscellaneous claims, 51, amounting to $103,862.53, making a total of 389 claims, aggregating $380,771.60.

Three claims aggregating $7,506,73, for which it is understood there is no appropriation, have been allowed and submitted to the accounting officers during the present fiscal year.

In addition to the above, seven claims aggregating $1,379.30 were allowed and submitted to the accounting officers prior to June 14, 1883, which can, it is understood, be reported to Congress under the act of June 14, 1878.

It is not probable that all of the 389 claims now pending will be found valid, nor that all will be disposed of within the present fiscal year.

The sum of $200,000 will doubtless be ample for the payment of all such claims that will be finally and favorably disposed of by June 30, 1884.

Very respectfully,

WALTER EVANS,
Commissioner.

Hon. SECRETARY OF THE TREASURY.

APPENDIX C.

Explanation of estimate for "legislative expenses, Territory of Washington" (which is approved by the First Comptroller). See page 3.

TERRITORY OF WASHINGTON, SECRETARY'S OFFICE,
Olympia, September 22, 1883.

SIR: As required by the act of March 5, 1875, I have the honor herewith to inclose estimates for the Territory of Washington for the fiscal year ending June 30, 1885. I also submit an estimate for the extra session of six days of 1881. This extra session was convened by the governor upon authority given by the President in accordance with our organic law. I have not recommended mileage for this extra session, as it was convened the day after the close of the regular session. The organic law of the Territory will not permit the legislative assembly to pay itself; hence no pay can be had save by appropriation by Congress. I most earnestly hope you will recommend the appropriation. I inclose the governor's proclamation with the estimate.

Very respectfully, your obedient servant,

N. H. OWINGS,
Secretary Washington Territory.

Hon. SECRETARY OF THE TREASURY.

MESSAGE FROM THE GOVERNOR.

TERRITORY OF WASHINGTON, EXECUTIVE DEPARTMENT,
Olympia, December 2, 1881.

To the Members of the Council and House of Representatives of Washington:

GENTLEMEN: I have convened you in extra session by virtue of power vested in me by organic law—and by special authority from the President of the United States—in order that further time may be afforded to complete the revision and codification of the statutes of Washington Territory, and to legislate for their publication.

This important and laborious work has been far advanced during your regular session, and nearly all the principal measures connected therewith have become laws.

Statutes have been enacted which provide for the assessment and collection of Territorial and county revenue.
Relative to crimes and punishments and proceedings in criminal cases.
To regulate the practice and proceedings in civil actions.
Defining the jurisdiction and practice of the probate courts.
Relating to justices of the peace and their practice and jurisdiction.
Relating to liens.
Relating to election and the mode of supplying vacancies.
To fix the number of members of the legislative assembly and apportion the same.
To regulate suits for divorce and alimony.
To define the rights of property of married persons.
Relating to roads and highways.
Laws relating to county officers.

Several important measures remain to be considered in connection with the revision which, in addition to those here designated, when adopted, will necessitate and justify the publication in one volume of the revised statutes of Washington Territory.

To provide for that consummation and all matters necessarily connected therewith, your careful consideration will be required.

Wishing for you the fullest success of an undertaking which will redound to your honor as representatives, and be productive of great advantage to the people whom we represent,

I am, with profound respect,

WM. A. NEWELL.

APPENDIX D.

In relation to the estimate to pay J. W. Beaman and B. F. Scribner salaries and expenses as agents at the seal fisheries in Alaska. (See page 5.)

COURT OF CLAMS. DEPARTMENT CASE No. 6.

JOHN W. BEAMAN *v.* THE UNITED STATES.

FINDINGS OF FACT.

This case having been heard before the Court of Claims, the court, upon the evidence, finds the facts to be as follows:

I.

Under the provisions of the act of Congress approved June 20, 1878 (20 Stat., 218), the claimant was appointed an assistant agent of seal fisheries in Alaska, by the Secretary of the Treasury, August 15, 1878, at a compensation of $2,190 per annum, and necessary traveling expenses in going to and returning from Alaska, in the sum of $600 per annum.

II.

Soon after his appointment as aforesaid the claimant entered upon the duties of his office, and without other authority than said act and the further act of March 3, 1879 (20 Stat., 384), continued to perform said duties in Alaska until August 1, 1880.

III.

About August 1, 1880, he set sail from Alaska for San Francisco, at which latter place he arrived about August 15, 1880. At San Francisco he received the following notice:

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., July 1, 1880.

Mr. JOHN W. BEAMAN,
Assistant Agent, Seal Islands, Alaska:

SIR: By reason of a reduction in the number of special agents at the seal fisheries in Alaska made by act of Congress approved June 15, 1880, your services as assistant agent, with compensation at the rate of twenty-one hundred and ninety dollars per annum, and necessary traveling expenses going to and returning from Alaska, not to exceed six hundred dollars per annum, ceased on the 30th ultimo.

Very respectfully,

JOHN SHERMAN,
Secretary.

The time necessarily required for the claimant to reach his home after the receipt of this notice would be about two weeks.

IV.

Claimant's salary down to July 1, 1880, and his traveling expenses in going to Alaska were paid to him by the Treasury Department.

In addition to this he presented to the Department a bill of his return traveling expenses, amounting to $185.24. Also a claim for salary during the months of July and August, 1880, amounting to $368.96. These two items were not paid, but they were placed upon the list of "deficiency estimates," and transmitted to Congress January 17, 1881. Congress, by act of March 3, 1881 (21 Stat., 417), appropriated "to pay J. W. Beaman, late special agent at the seal fisheries in Alaska, salary and traveling expenses for 1880, $277.10." This amount was then paid to the claimant by the Treasury Department.

V.

In addition to the bill of $185.24, the claimant incurred a liability of $100 to the "Alaska Commercial Company" for his passage on the steamer St. Paul, from Alaska to San Francisco, which he had not paid at the time his bill for traveling expenses was presented to the Department. He subsequently paid this $100 and presented it as an additional item. It has never been paid.

VI.

The whole amount of claimant's traveling expenses for the fiscal year ending June 30, 1880, including the $100 in Finding V, did not exceed $600, but the unexpended balance of the appropriation for these expenses was covered into the Treasury, June 30, 1882.

CONCLUSIONS OF LAW.

And upon the foregoing findings of facts the court decides as conclusions of law:

1. Claimant's office expired June 30, 1880, by its own limitation. Any service rendered by him after that time was voluntary and without authority of law. No legal liability to pay therefor was incurred by the defendants.

2. The defendants were legally liable to pay the claimant's necessary traveling expenses in returning from Alaska, although the return trip was made after June 30, 1880.

3. The traveling expenses paid from the special appropriation, as shown in Finding IV, were a legal charge against the defendants, while the salary included therein was not. We must therefore infer that $185.24 was to apply upon traveling expenses, and the balance $91.86 upon the claim for services rendered after his office expired. This would leave still due to the claimant the $100 for which the defendants are legally chargeable.

4. This indebtedness cannot now be paid by the Treasury Department, because there is no subsisting appropriation for that purpose.

OPINION.

SCOFIELD, J., delivered the opinion of the court:

By the appropriation act of June 20, 1878 (20 Stat., 218), the Secretary of the Treasury was authorized to appoint two assistant Treasury agents at the seal fisheries in Alaska, with salaries of $2,190 each, and necessary traveling expenses in going to and returning from Alaska, $600 each.

By the appropriation act of March 3, 1879 (20 Stat., 384), the same provision was made for the fiscal year ending June 30, 1880.

The claimant was duly appointed one of these agents and attended to the duties of the position until August 1, 1880.

June 30, 1880, this office expired by its own limitation. Its existence depended entirely upon the annual appropriations, and when they were exhausted the office closed. The claimant could not prolong its existence by continuing to perform its duties. (McCollum's case, 17 Ct. Cls. R., 92.)

In Shipman's case (18 Ct. Cls. R., 147) this court said:

"When an alleged liability rests wholly upon the authority of an appropriation they must stand and fall together, so that when the latter is exhausted the former is at an end, to be revived, if at all, only by subsequent legislation by Congress."

It is contended by the claimant that the existence of his office did not depend solely upon the two appropriation acts above cited. Having been created by sections 1973 and 1974 of the Revised Statutes, it still subsisted. The failure of Congress to make appropriations for his salary did not take away his right to demand it.

The force of this argument is destroyed by the intervening act of July 31, 1876, which provides: "That the two assistant agents whose salaries as fixed by law at two thousand one hundred and ninety dollars each per annum, shall be discontinued from and after the first day of October, eighteen hundred and seventy-six." (Sup't R. S., p. 234.)

This language does not, as claimant argues, merely suspend the office; it abolishes it altogether; it is to continue no longer. The subsequent appropriations created the office anew, but for specified period. Beyond that limit there was no office and no salary. If the claimant chose to perform any duties pertaining to his late office after June 30, 1880, he performed them without authority of law, and thereby acquired no legal right to demand payment.

Although the claimant was entitled to no salary after June 30, 1880, he was entitled to his necessary traveling expenses in returning to his home. For these expenses the Government was legally holden, and the Treasury Department was authorized to pay them from the appropriation made for that purpose. The fact that he remained at his post until his office expired and the expenses were thereby incurred after June 30, 1880, does not lessen the legal obligation of the Government to pay them. (Pacific Mail case, 18 C. Cls. R., 30.)

The claimant presented to the Department a bill for traveling expenses amounting to $185.24. Also a claim for salary after the expiration of his office amounting to $368.96. These two bills were submitted to Congress in the "deficiency estimates" of January 17, 1881. Congress in response thereto, March 3, 1881, appropriated $277.10. As the claim for traveling expenses was a legal charge, and the claim for salary was not, we must infer that Congress designed to pay the traveling expenses in full and apply the balance in settlement of the claim for salary.

At the time this deficiency estimate was submitted to Congress the claimant had not paid for his passage from Alaska to San Francisco, which amounted to $100. He subsequently paid it and thereby became entitled to be reimbursed. Had the claimant brought suit in this court by voluntary petition the court would have been authorized by the facts herein appearing to give judgment in his favor for the balance of his unpaid traveling expenses, to wit, $100. The case, however, is transmitted to the court under the second section of the act of March 3, 1883, which provides that—"When the facts and conclusions of law shall have been found the court shall not enter judgment thereon, but shall report its findings and opinions to the Department by which it was transmitted, for its guidance and action."

Although the defendants are legally holden for the $100 the Treasury Department cannot pay it, because there is now no appropriation for that purpose.

The chief justice was not present at the trial of this case and took no part in the decision.

JOHN W. BEAMAN
vs.
THE UNITED STATES. } Department case No. 6.

In this case, transmitted to this court by the Secretary of the Treasury, on the 21st of June, 1883, under section 2 of the act of March 3, 1883, entitled "An act to afford assistance and relief to Congress and the Executive Departments in the investigation of claims and demands against the Government," the court files a finding of facts, together with conclusions of law and opinion of the court thereon; and it is thereupon

Ordered, That the clerk certify to the Treasury Department a copy of said findings, conclusions, and opinion.

APPENDIX E.

Explanation of the estimate for $5,187.42 *for pay of the Military Academy.* (Page 6.)

WASHINGTON, *October* 21, 1882.

To the honorable SECRETARY OF WAR:

SIR: I have the honor to request, in behalf of the members of the class of 1880 of the United States Military Academy, that the honorable the Secretary of War will renew his request to Congress of December, 1879, repeated to the present Congress during its last session, based upon a recommendation of Maj. Gen. John M. Schofield, Superintendent of the United States Military Academy, for an appropriation to cover a deficiency in pay of the cadets of said class for services rendered prior to June 14, 1876; each of said cadets having incurred the expenses of travel to West Point, and of board and clothing while there, from dates varying from April 15 to 25, upon the official communication from the War Department, signed by the Hon. Alphonzo Taft, Secretary of War, informing them that their pay would commence from said varying dates in the month of April, 1876, provided certain requirements of the contract, which requirements were by them complied with.

* * * * * * *

I have the honor to be, sir, very respectfully, your obedient servant,

GEORGE W. UPTON,
Adjutant-General's Office.

[Indorsement.]

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
October 31, 1882.

Respectfully returned to the Secretary of War, inviting attention to the accompanying correspondence heretofore had on this subject. I recommend that such action be taken as will secure to the petitioners that which seems to be justly theirs.

R. C. DRUM,
Adjutant-General.

HEADQUARTERS DEPARTMENT OF WEST POINT,
UNITED STATES MILITARY ACADEMY,
West Point, N. Y., October 15, 1879.

SIR: In the year 1876 the candidates for admission to the Military Academy were ordered to report at West Point in the month of April, and passed their examination for admission in the latter part of that month, two months before the usual time. They were immediately placed on duty and under instruction to prepare them for the visit of the corps of cadets to the Centennial Exhibition at Philadelphia. But these candidates were not formally admitted to the Academy until the 14th of June, the date of graduation of the first class of that year. They were thus subjected to all the usual expenses of cadets, without receiving any pay, for a period of six weeks after they had passed their examination for admission. Some of these cadets made the deficiency good by extra receipts of money from home, while others are still in debt to the treasurer of the Academy.

Of the cadets admitted at that time, forty-two are now in the corps. Of these, nineteen might lawfully have been admitted on the 1st of May to fill vacancies then existing. The remaining twenty-three could not be admitted till the 14th of June, when their predecessors graduated.

It is respectfully submitted that the nineteen are lawfully entitled to a correction of their record of admission to the 1st of May, when they were *actually* admitted, and that the remaining twenty-three are entitled *in equity* to pay for the six weeks preceding their admission, during which time they were on duty.

If these views are approved by the honorable Secretary of War, I respectfully suggest that Congress be asked to make the necessary appropriation to cover this deficiency in the pay of these cadets.

* * * * * * *

Very respectfully, your obedient servant,

J. M. SCHOFIELD,
Major-General U. S. A., Superintendent Military Academy, Commanding.

The ADJUTANT-GENERAL,
Washington, D. C.

APPENDIX F.

Explanation of estimate for extension of military reservation at Camp Huachuca, Arizona. (Page 6.)

WAR DEPARTMENT, QUARTERMASTER-GENERAL'S OFFICE,
Washington, D. C., July 10, 1882.

To the honorable SECRETARY OF WAR,
Washington, D. C.:

SIR: I have the honor to return the inclosed papers covering claims of various parties for value of certain improvements, &c., at Camp Huachuca, Arizona, and to report that General Order No. 74, of 1869, Adjutant-General's Office, directs, "That hereafter no squatter or citizen will be permitted to enter or reside upon a military reservation unless he be in the employment of the Government, or permitted by the department commander, in which case his residence thereon must cease upon his being discharged or the permission withdrawn.

"Department commanders will exercise a general supervision of all military reservations within the limits of their commands, and will use force to remove squatters or trespassers when in their judgment it becomes necessary.

"Where parties are already in possession, with valuable improvements, the department commander will cause an investigation to be made and submit each case separately for the decision and orders of the Secretary of War."

By Special Orders No. 76, of 1881, Department of Arizona, a Board of officers was convened to meet at Camp Huachuca to "investigate and report upon the claim to the lands occupied by certain citizens located upon the reservation at that post, to appraise the value of any improvements made by them, and to assess the amount of damage, if any, done to timber or other property," &c.

From the accompanying papers it appears seven claims were presented to the Board:

No.	Name.	Character.	Amount claimed.
1	William Shaughnessy	Log cabin and stockade	$250 00
2	Jos. Slanan	Two houses, road, and well	500 00
3	John E. Hand	Acequia, garden, fencing, &c	700 00
4	Tanner & Hayes	Two log cabins, fences, ditches, &c	
5	John Conley	Road, fencing, house, kiln, acequia, &c	1,500 00
6	D. D. Morgan	Fencing and crops	250 00
7	Morgan & Maddox	Road, house, and garden	3,000 00

The Board, it appears, proceeded to the spot, and, after personal inspection, submit the following findings:

Name.	Findings.	Award.
William Shaughnessy	Improvements found to consist of an inferior cabin and small inclosure called a corral, which have evidently been used for the purpose of shelter for wood-choppers and guarding animals used in hauling it away.	None.*
Joseph Slanan	Improvements consisted of two inferior log huts, one well, and road	None.†
John E. Hand	The Board found nothing upon which this claim was based	None.
Tanner & Hayes	Improvements consisted of two log cabins, two gardens (fenced), 10 or 15 acres broken up and partly under cultivation, and about one mile of irrigating ditch.	$750
John Conley	Improvements found to be as set forth in claimants statements	500
D. D. Morgan	The Board decided not to appraise the value of any garden crops now growing and to recommend that parties in Tanner's Cañon having gardens there be allowed to gather their crops this season, and the proper parties were informed of this decision.	None.
Morgan & Maddox	Improvements found to consist of a log house, the cutting and grading of road up the cañon about three miles over rock and difficult country.	650

* Improvements considered of no value.

† Benefit derived by claimant from cutting wood exceeds value of improvements. The road is a natural one, no evidence found of any work having been performed on it.

The Board is of opinion that the parties to whom it recommends that anything be paid have not done any assessable amount of damage to timber or other public property.

The proceedings and findings having received the approval of the department commander, I recommend that Congress be asked, as in similar cases, for money sufficient to pay the awards, amounting in gross to $750+$500+$650=$1,900.

For ready reference to a precedent, I invite attention to the act approved February 19, 1873, "An act to provide for the payment for certain property taken by the Government for the extension of the military reserve at Camp Mohave, in the Territory of Arizona," U. S. Stat. 17, 42d Congress, 2d session, chap. 169.

Very respectfully, your obedient servant,

RUFUS INGALLS,
Quartermaster-General, Bvt. Maj. Gen., U. S. A.

[First indorsement.]

The proceedings of the Board of officers convened by Special Orders No. 76, Headquarters Department of Arizona, July 6, 1881, are approved, and the awards of the Board will be included in the estimates to be submitted to Congress in December next.

ROBERT T. LINCOLN,
Secretary of War.

WAR DEPARTMENT, *July* 15, 1882.

APPENDIX G.

In relation to estimates for "examinations and surveys at South Pass, Mississippi River," and "gauging the waters of the Lower Mississippi River and its tributaries." (See page 8.)

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., December 14, 1883.

SIR: In reply to the circular from the War Department of the 12th instant, directing the submission of estimates of any deficiencies in appropriations which may be required for the service of the fiscal year 1884 and prior years, I have the honor to report that in consequence of the failure of the river and harbor act at the last

session of Congress no appropriation was made to enable the Secretary of War to carry out the provisions of section 5252 Revised Statutes of the United States, which authorizes and directs the "Secretary of War to have water-gauges established and daily observations made of the rise and fall of the Lower Mississippi River and its chief tributaries * * * . The expenditure for the same shall be made from the appropriations for the improvement of rivers and harbors, and the annual cost of the observations shall not exceed the sum of five thousand dollars."

The officer in charge of the observations reports that the existing funds applicable to the purpose will be exhausted after February 1, 1884, when, if no funds be provided, the observations must cease. The amount required to continue the observations to the close of the fiscal year will be about $2,100.

I beg also to invite attention to the necessity for an appropriation of $6,000, for the current fiscal year, to enable the inspecting officer to make the required "examinations and surveys at South Pass, Mississippi River, to ascertain the depth of water and width of channel secured and maintained from time to time by James B. Eads, at South Pass of the Mississippi River, and to enable the Secretary of War to report during the maintenance of the work."

This appropriation is likewise rendered necessary by reason of the failure of the river and harbor act at the last session of Congress.

Very respectfully, your obedient servant,

H. G. WRIGHT,
Chief of Engineers, Brig. and Bvt. Maj. Gen.

Hon. ROBERT T. LINCOLN,
Secretary of War.

OFFICE UNITED STATES ENGINEER,
37 UNION STREET, *New Orleans, La., December* 24, 1883.

GENERAL: In a few days a requisition will be sent in for about $2,500, to continue "surveys and examinations at South Pass of the Mississippi River," for the quarter ending March 31, 1884. There is only about $1,400 remaining undrawn in the Treasury to the credit of this appropriation, which, with the small balance remaining on deposit at New Orleans at the end of the quarter (December 31, 1883), will only suffice to continue the examination required by law until about the latter part of February, 1884.

I have to request information as to whether or not funds can be allotted to continue the work.

Very respectfully, your obedient servant,

W. H. HEUER,
Captain of Engineers.

The CHIEF OF ENGINEERS, U. S. A.,
Washington, D. C.

[Indorsement.]

OFFICE CHIEF OF ENGINEERS, UNITED STATES ARMY,
December 28, 1883.

Respectfully submitted to the honorable the Secretary of War, with recommendation that it be transmitted to the chairman of the Committee on Rivers and Harbors of the House of Representatives, urging an early appropriation of the deficiency estimate of six thousand dollars submitted from this office on 14th instant, and rendered necessary by the failure of any appropriation at the last session of Congress for surveys and examinations at the mouth of South Pass, under the requirements of the act of March 3, 1875 (18 Stat., 466).

H. G. WRIGHT,
Chief of Engineers, Brig. and Bvt. Maj. Gen.

APPENDIX H.

Explanation of deficiency estimates of Signal Service, 1884. (Pages 8 and 9.)

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER,
Washington City, September 4, 1883.

SIR: I have the honor to transmit herewith "estimates" for appropriations to cover certain deficiencies for the fiscal year ending June 30, 1884, and, in connection therewith, to submit the following: Most of the items which are deficient are those which form a part of the pay and allowances of the officers and men, regulated and fixed by law, which was not appropriated. The force of the Signal Corps is also fixed by law, and has not been increased. These deficiencies are consequently caused by the failure of Congress to appropriate sufficiently to meet the legal needs of the Corps. In some instances the amounts asked for were given, but circumstances which are explained in the notes have arisen causing these deficiencies. These estimates are now calculated upon the legal allowances for the authorized force of the Signal Corps, as the notes following the items will more fully explain.

I am, sir, very respectfully, your obedient servant,

S. M. MILLS,
Captain Fifth Artillery, Acting Chief Signal Officer, U. S. A.

The Hon. SECRETARY OF WAR, *Washington, D. C.*

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER,
Washington City, January 14, 1884.

SIR: In reply to memorandum dated 11th instant * * * I have the honor to say that when the Point Barrow expedition started out in 1881, the Coast Survey offered assistance, and the sum of $5,000, or part of it, was expended from its appropriations in paying the salaries of an interpreter, astronomer, carpenter, cook, and laborer for a portion of 1882.

The sum of $1,000, also, from the appropriations of this office, was turned over to Lieutenant P. H. Ray, Eighth Infantry, part of which was intended for the payment of salaries, but the exact amount used for this purpose could not be nor was it known until the return of the expedition. From the meager information received from Lieutenant Ray it was learned at this office that some of the civilians had been discharged but was not informed whether others had been employed, no vouchers having been received from them for a long period. In view, therefore, of the uncertainty of the sum due for these services, the exact amount necessary to meet them could not be determined. Again, the needs of the relief expeditions being considered of greater importance than uncertain debts, and as the appropriations were nearly exhausted in meeting the necessary and pressing demands of fitting out said expeditions, the payment of these salaries was not provided for out of said appropriations, as it was then expected that further assistance could be obtained, if necessary, from the Coast Survey for this purpose; in this latter, however, the office was disappointed, and upon the return of Lieutenant Ray and his party, accounts aggregating $4,442.50 were presented for payment, in the adjustment of which it is found that only a deficiency of $1,786.67 exists, instead of the amount of $2,580 originally asked.

I am, very respectfully, your obedient servant,

W. B. HAZEN,
Brig. and Bvt. Maj. Gen'l, Chief Signal Officer, United States Army.

The Honorable SECRETARY OF WAR.

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER,
Washington City, January 18, 1884.

SIR: I have the honor to call attention to the following items submitted in estimates for deficiencies for the fiscal years ending, respectively, June 30, 1883, and June 30, 1884, as follows:

Under the former—	
Observation and exploration in Arctic seas	$1,786 67
Subsistence*	22,810 00
Under the latter * * * * * * *	
Regular supplies	4,602 90
Incidental expenses, interment of officers and men	300 00
Apprehension of deserters	120 00
Pay ten second lieutenants	1,000 00
Additional to officers for length of service	2,512 50
Ordnance	1,000 00

and would most respectfully urge that steps be taken, if practicable, to secure the appropriations for these items so soon as possible. The deficiencies for the fiscal year ending June 30, 1883, are necessary, as bills are in from the Point Barrow expedition, and the commutation of rations, accounts of the Signal Corps men, are awaiting settlement. The items for the fiscal year ending June 30, 1884, unless made available at once will very much cripple the service, as it is necessary now, before the close of the fiscal year, to anticipate all expenses, and the deficiencies asked, if passed now, would enable the office to continue its work upon the present basis.

* * * * * * *

I am, very respectfully, your obedient servant,

W. B. HAZEN,
Brig. and Bvt. Maj. Gen'l, Chief Signal Officer, United States Army.

The Hon. SECRETARY OF WAR.

APPENDIX I.

In relation to estimates "commutation of rations to prisoners of war and soldiers on furlough." (See page 10.)

TREASURY DEPARTMENT, THIRD AUDITOR'S OFFICE,
Washington, D. C., December 15, 1883.

SIR: I respectfully suggest the propriety of asking Congress to appropriate for payment of such claims for commutation of rations to prisoners of war in rebel States, or for commutation of furlough rations as may be allowed by the accounting officers prior to July 1, 1885, the sum of $40,000; said sum to be in addition to any appropriation for claims already allowed which have been certified to Congress by the Secretary of the Treasury at the present session.

The amounts allowed upon such claims are due to soldiers or families of deceased soldiers of the late war. The amounts involved are very small, averaging probably less than twenty-five dollars, while many run below ten dollars. Under existing legislation the needy applicants for these small pittances cannot be paid immediately upon the allowance of the claims, but must wait until the amounts have been certified at the next annual session and an appropriation made by Congress, involving in many cases a delay of more than a year.

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*Authority to expend $22,810 from the available appropriation for "subsistence of the Army, 1883," has been requested in a communication dated January 16, 1884, from the Secretary of War to the Chairman of the Committee on Appropriations of the House of Representatives.

I understand that annual advance appropriations are made by Congress for small balances due soldiers of the late war, upon claims audited by the Second Auditor; and I see no reason why the same measure of relief may not properly be extended to the classes of cases above referred to.

I may suggest, as a minor consideration, but still worthy to be taken into account, that the change suggested would considerably reduce the expense of adjudicating the claims. Though averaging so small in amounts, these claims, by reason of their number—several hundreds annually—add greatly to the bulk of the annual report, increasing clerical labor, cost of printing, &c. The long interval between allowance and payment throws an added burden of correspondence on the Departments; for, although a circular (blank inclosed) is sent in each case immediately upon the allowance, the parties generally fail to appreciate its force, and write frequent appeals that the day of payment be hastened.

Very respectfully,

E. W. KEIGHTLEY,
Auditor.

Hon. ROBERT T. LINCOLN, *Secretary of War.*

TREASURY DEPARTMENT, THIRD AUDITOR'S OFFICE,
Washington, D. C., ——— —, 187—.

SIR: The fifth section of the act of Congress approved June 20, 1874 (18 Stat., part 3, chap. 328), requires the balances of appropriations made for the Quartermaster's and Commissary Departments, which have stood upon the books of the Treasury for two fiscal years, to be covered into the "surplus fund," thus making them no longer available for the payment of claims and demands.

The claim of ——— ——— has been allowed by the Second Comptroller, in the sum of $———, and will be certified to the Secretary of the Treasury at the beginning of the next session of Congress, that he may report it to Congress for an appropriation from which payment can be made.

In any future inquiry this letter must be presented, or the number referred to, viz:
No. of claim —.

——— ———,
Third Auditor.

To ———————————————

———————————————

APPENDIX J.

Explanation of estimate for "stationery, Department of the Interior, 1884." (Page 10.)

DEPARTMENT OF THE INTERIOR,
Washington, January 14, 1884.

SIR: Referring to the act of August 7, 1882, which makes it the duty of the Secretary of the Interior to distribute the census documents which were ordered for the use of Congress, I have the honor to state that the stationery for use in wrapping and mailing these documents will cost $5,393.18. In making the estimate for stationery for this Department for the current fiscal year this expense was not anticipated and no provision has been made for it in any other appropriation. As supplies to the amount above stated cannot be spared from the supplies provided for the regular work of the Department which are now being used, it is respectfully recommended that the necessary legislation be requested in order to provide for this deficiency.

Very respectfully,

AMOS HADLEY,
Chief Stationery Division.

Hon. SECRETARY OF THE INTERIOR.

APPENDIX K.

In connection with the estimate for reproducing records of office of surveyor-general of Washington Territory and United States land office at Olympia, Wash. (See page 11.)

DEPARTMENT OF THE INTERIOR,
Washington, D. C., January 7, 1884.

SIR: I have the honor to transmit herewith for submission to both houses of Congress an estimate of $21,000 for compensation of clerks employed in restoring the records of the office of United States surveyor-general and the United States land-office at Olympia, Wash., which were destroyed by fire on the 12th of September, 1883, calling attention also to the note appended thereto.

It seemed necessary that copies of the records of the two offices should be made at once from the records of this office, but I was satisfied that by reason of the condition of the work here and the amount of labor involved in such an undertaking it would be impossible for me, with the force at my disposal, to accomplish the work during regular office hours without great detriment to the public service.

Appreciating the necessity for prompt action in the case, the clerks of this office generally responded and cheerfully proffered to do the work after office hours, upon the condition, however, that I would bring the matter to the attention of Congress, and make suitable recommendation that they be compensated for their services, entirely willing to rely upon the justice of the measure to commend it to the favorable action of that body. I promised to do that, but with the distinct understanding that the work performed would not furnish the basis of a legal claim against the Government, nor put me in the attitude of anticipating an appropriation, or in any manner attempting to commit or bind the Government for its payment. It was simply this: We will do the work and take the chances of obtaining an appropriation by Congress to pay us.

A very considerable portion of the work has been done. The residue consists of fifty-eight volumes of field notes, about one-third copied, which must be finished; also the indexing and comparing the same, as an entirety, before the job is completed. One clerk only can work upon a volume; and as the average size of each is about seven hundred and fifty pages, it will require several months more to finish copying them.

Recognizing the importance of bringing all matters of appropriation to the attention of Congress at once in order to insure consideration at this session, I determined to submit the estimate for this work in advance of its completion.

The compensation upon which the estimate is based, viz, $2 for each night's work of three hours, with an additional sum of $1 per night for those superintending it, and $1 per night for each messenger employed, is, in my opinion, reasonable and just, and I earnestly recommend the matter to the favorable consideration of Congress, and ask that the appropriation stated be made.

Very respectfully,

N. C. McFARLAND,
Commissioner.

Hon. SECRETARY OF THE INTERIOR.

APPENDIX L.

In explanation of the estimate for "Support of Indians at Fort Peck Agency." (See page 13.)

TREASURY DEPARTMENT, SECOND COMPTROLLER'S OFFICE,
Washington, D. C., August 4, 1883.

SIR: I have the honor to return herewith the papers presented by Isaac G. Baker, wherein he claims $5,820.20 as compensation for 162 head of beef cattle, alleged to have been delivered under his contract for furnishing beef at the Fort Peck Indian Agency, Montana, for the fiscal year ending June 30, 1879.

The claim has been presented for the approval of the accounting officers in order that a balance may be certified to Congress for appropriation at the next session.

In forwarding the claim to me you express the opinion that the case is not one coming properly within the jurisdiction of the accounting officers, and for that reason alone have declined to approve the same.

The case, briefly stated, is as follows:

On the 21st of June, 1879, Isaac G. Baker entered into contract with the Commissioner of Indian Affairs, wherein Mr. Baker agreed to furnish 700,000 pounds of beef cattle at Fort Peck Agency at the rate of $2.40 per 100 pounds gross, less 20 per cent. for cows. He also agreed that the cattle should be furnished at such times and in such quantities as should be required by the Indian agent in charge.

In compliance with a requisition from the Indian Department for beef, the contractor caused a herd of cattle to be driven to the agency for delivery, and, while in the act of complying with the demand of the Department, and at a short distance from the agency, and before inspecting and weighing the same, the cattle were stampeded and part of the same forcibly taken from the custody of the contractor, slaughtered and used by the Indians for whom the delivery was intended. The remainder of the herd was delivered, inspected, weighed, and accepted by the Indian agent, and payment made for the same.

It appears that the claim received the unqualified approval of the Interior Department, and, while the Board of Indian Commissioners were satisfied that the cattle had been taken by and for the use and benefit of the same Indians for whom they were intended, they entertained doubt whether the transaction constituted such a delivery under the contract as would authorize its adjudication by the Executive Departments.

On this point, and in speaking of the claim, the Secretary of the Interior expressed himself as follows: "It is shown to be meritorious and to have originated under such circumstances as to be a proper case for adjudication by the Executive Department."

I entirely agree with the Secretary of the Interior, that the claim is meritorious and ought to be paid, and regret that my judgment leads me to the conclusion that there was not such a complete delivery of the cattle as would authorize me in certifying a balance.

The contractor was at the agency, in compliance with his obligation to deliver the cattle to the United States for the Indians, and, for want of sufficient protection, the very Indians for whom the beef was intended took and consumed them, although not in a lawful manner. No fault or negligence has been imputed to the contractor, and no loss has been sustained by any person except the contractor.

In view of these facts, I respectfully request that all the papers be forwarded to the Secretary of the Interior, with a recommendation that this claim be included in his estimates and recommendation to Congress for appropriation, the unexpended balance of the fund provided for beef at this agency having been carried to the surplus fund.

Very respectfully,

W. W. UPTON,
Comptroller.

Hon. O. FERRISS,
Second Auditor.

APPENDIX M.

In explanation of the estimate for "fulfilling treaty with Shawnees." (See page 14.)

TREASURY DEPARTMENT, SECOND AUDITOR'S OFFICE
Washington, D. C., April 3, 1883.

SIR: In reply to an oral inquiry from your office relative to certain Shawnee orphan funds, amounting to $10,506.39, supposed to be in the possession of H. B. Branch, late Superintendent Indian Affairs, I have the honor to state that the accounts of said Branch for the second quarter of 1863 show that he had a balance of $15,986.93 in hand. No subsequent accounts have been rendered by him, but he deposited the sum of $6,558.72, which was passed to his credit in 1865, leaving $9,428.21 not accounted for.

On the final settlement of his accounts, March 16, 1872, a balance of $15,129.37 was declared to be due the United States, as follows:

Contingencies, Indian Department	$988 59
Pay of superintendents and agents	51 12
Clerk to superintendent at Saint Louis	4 50
Incidentals in New Mexico	4 54
Fulfilling treaty with Shawnees	9,537 62
Miscellaneous receipts, namely, interest on balance due United States up to date of settlement	4,543 00
Balance due United States	15,129 37

Suit was entered and judgment obtained against Branch and his sureties, but the case was compromised as regards the liability of John Severance, one of the sureties, on payment of $100. The judgment remains unsatisfied as to other parties.

The $100 paid by Severance was covered in to Branch's credit under "fulfilling treaty with Shawnees," leaving the balance due under that head $9,437.62, and the total balance due United States $14,929.37.

Very respectfully,

O. FERRISS,
Auditor.

The Hon. COMMISSIONER OF INDIAN AFFAIRS.

APPENDIX N.

In relation to the estimates of the Department of Justice. (See pages 19 and 20.)

DEPARTMENT OF JUSTICE,
Washington, January 16, 1884.

SIR: I have the honor of transmitting herewith estimates of the existing deficiencies in appropriations made for the Department of Justice for the fiscal years ending June 30, 1882 and 1883.

From information received from the First Comptroller of the Treasury, and evidence within this Departmen t it is ascertained that there will be needed for—

Expenses of Territorial courts Utah, 1883	$3,500 00
For fees of attorneys, for fiscal year ending June 30, 1882	17,782 62
For fees of United States commissioners, for fiscal year ending June 30, 1883	15,000 00
For fees of clerks of United States courts, for fiscal year ending June 30, 1883	60,000 00
For fees of United States attorneys, for fiscal year ending June 30, 1883	115,000 00
Department of Justice, contingent expenses, miscellaneous items, telegraphing, and lights	1,372 17

These deficiencies are forwarded to you that you may embrace the same in the general estimate of deficiencies of all appropriations which you will forward to Congress for action during the present session.

In presenting the deficiency for fees of United States attorneys for the fiscal year ending June 30, 1883, to wit, $115,000, which is the amount asked for, I will state that there was appropriated August 7, 1882, $325,000 for fees of United States attorneys. If the present deficiency asked for be added thereto the amount needed for fees of attorneys for that year is $440,000.

For the fiscal year ending June 30, 1882, on March 3, 1881, there was appropriated for fees of United States attorneys the sum of $325,000; on August 8, 1882, the sum of $60,000.* Adding thereto the present estimated deficiency of $17,782.62, it appears that the fees of United States attorneys for 1882 amount to $402,782.62.

The excess of fees of attorneys for 1883 over fees of attorneys for 1882 is, according to the above statement, $37,217.78.

The increased expenditure over 1882, namely, $37,217.78, for fees of attorneys for the fiscal year 1883, was due to the protracted trial of what are known as "Star Route" cases, or the cases against John W. Dorsey *et al.*

Very respectfully, your obedient servant,

BENJAMIN HARRIS BREWSTER,
Attorney-General.

Hon. SECRETARY OF THE TREASURY.

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* And $25,000 by deficiency act of August 5, 1882.

BSB Bayerische StaatsBibliothek
MDZ Münchener DigitalisierungsZentrum Digitale Bibliothek

House documents

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